

COACH

The weekly for the coach industry

MART

Issue 649 £1

July 25th, 1991

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VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOI ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for TV/video, all white.

M.O.T. APR 1992

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.

M.O.T. FEB 1992

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.

M.O.T. FEB 1992

VOLVO 1985 B10M BERKHOFF ESPRITE HIGH-LINE 12M, 49 str., (44 recliners + 5 fixed at rear), beige/brown moquette, centre sunken toilet + continental door, TELMA retarder. Webasto pre-heater, driver's berth, courier seat, curtains, power entrance door, wired for TV/video, gangway carpet, all white.

M.O.T. NOV 1991

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet + continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired and boxed for TV/video, silver/blue.

M.O.T. JULY 1992

VOLVO

1987 B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No.1050.

1980 B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No.0012.

1983 B10M, 48 seats, 6 speed gearbox, curtains, toilet, drinks machine, MoT 29.11.91. Stock No. R037.

1980 B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moq, MoT 27.01.92. Stock No. 0014.

1973 B58, 11 metre, 53 (remoquette) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

SCANIA

1986 K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock Number 1063.

1986 Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No. 0021.

BEDFORD

1980 PJK, 29 seat, Duple Dom, MoT 16.09.91. Stock No. 0007.

LEYLAND

1981 Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white, MoT 23.08.91. Stock No. M9012.

1981 Leopard, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream interior, autumn tint moquette. Choice of 2, MoTs 29.08.91 and 25.10.91 Stock No. 9010 + 0111.

1980 Leopard, 11 metre Plaxton, 53 (remoquette) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No. 0009.

AEC

1977 Plaxton Express, 53 seater, semi-auto gearbox, Bristol Dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No.0006.

CUMMINS

1985 Duple 425 (Cummins), 6 speed automatic g/box, 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat. Stock No. 1070.

VOLVO 1983 (AUG) B10M BERKHOFF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn moquette, demountable toilet, continental door, TELMA retarder, cream/red. M.O.T. FEB 1992

BOVA 1983 (AUG) EUROPA II INTEGRAL 12M, 49 str., red moquette (44 recliners + 5 fixed at rear) power entrance door, courier seat, curtains, centre sunken toilet, continental door, TELMA, Webasto, driver's fan, all white. M.O.T. MAR 1992

DAF 1983 DKFL VAN HOOI ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for TV/video, white/grey/red. M.O.T. FEB 1992

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FORD 1983 R1114 DUPLE DOMINANT IV, 53 str., red moquette, white/red.

M.O.T. JUNE 1992

VAN HOOI 1983 TB15 ACRON INTEGRAL 12M, 49 recliners, red moquette, centre sunken toilet + continental door, power entrance door, wired for TV/video, white/brown.

M.O.T. APR 1992

VOLVO 1983 B10M VAN HOOI ALIZEE-H 12M, 53 recliners, brown moquette, power entrance door, wired for TV/video, white/red. M.O.T. MAR 1992

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.
VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

COACH MART

Issue 649 £1

July 25, 1991

5 News: Tenby Coaches goes into receivership - page 5; Sealink Stena Line continues spending spree - page 6; operator says new school routes are dangerous - page 7; Roger Freeman and Plaxton chief in talks over industry's future - page 9; tribunal overturns traffic commissioner's decision on Evans Coaches of New Tredegar - page 10.



Sealink's investment - page 6

12 Fleet Update: Yeates supplies a batch of Toyota Optimo IIs; Leylands make an impression at Brents; J Fishwick & Sons reaches a milestone.

14 News Feature: Mike Morgan reports on how new product developments are helping Volvo stay ahead in the bus and coach market.

16 Mealstop: More news from around the industry including details of bus rivalry in Scotland; a customer care award launched by Lada; and council action taken after British Rail cuts in services.

17 Letters: Sally Line answers critics; there's insurance advice; and Nostalgia Corner concentrates on a new book about a legendary industry name.

19 On Target: Marksman has a tip-off about the date of the next General Election; reviews a book about the National Bus Company; and says there are times when no is the right answer.

21 COVER Road Test: Mike Morgan tries out the Reeve Burgess-bodied Leyland Swift in *Coachmart's* first cross-Channel test.

27 Licensing & Legal: Inverclyde Transport case is adjourned again; Redfern wins licence for two-year period; commissioner issues a warning.

31 Coach Tours & Excursions: *Coachmart* takes in the sights in the 'Heart of England' and says the area has more to offer than just Stratford upon Avon.

On the road in France

- page 21



COMMENT

LICESTERSHIRE'S recasting of school runs (page seven) is an obvious attempt to save money in two ways; to cut back on taxi feeders and simultaneously to re-tender in the hope of reducing the price.

There is absolutely nothing wrong with keeping costs down to the minimum on the education bill, particularly if it will pay for new books and school equipment.

But Farrows says the routes being chosen are unsuitable for coaches, or even dangerous. It's a brave statement which the firm knows will curry no favour with the council. In a sense, Farrows has everything to lose by making it.

It goes without saying that it is simply immoral to compromise children's safety to save a few hundred pounds. And if the worse does happen, and a child gets injured, it will be the operator who is brought to book for any accident.

Leicestershire's transport planners should take a second look and check that they haven't made a mistake. For if they have, Farrows' comments may well be ringing in their ears in the future.

THE ferry arrived at the Dutch port of Vlissingen to be greeted by five coaches, one from Britain, the rest from Germany and Holland.

The British coach, owned by a South Coast firm, was an extremely scruffy 49-seater with rear toilet. Its passengers, knees against the seat in front and bags on their laps, looked bored, if not worse.

Immediately on its right was an old German-owned Mercedes 0303. It may well have been older than its British counterpart. It had around 40 seats, tables, servery, toilet, air conditioning, shining paintwork and a full complement of card-playing passengers.

Alongside it, a smart Neoplan Cityliner, and other new machinery... the contrast was a stark one.

The sight raised two issues. Firstly, the passengers on the Mercedes didn't know their coach was possibly older than the British coach. But one glance could tell them that it was more comfortable and better equipped. The value of either vehicle was immaterial to the client.

The second point was that the British passengers looking out at the Mercedes could plainly read the company name. Come 1993, who will they be booking their Continental tours with?

Sure, the Germans will charge a little more, but you get what you pay for, don't you?

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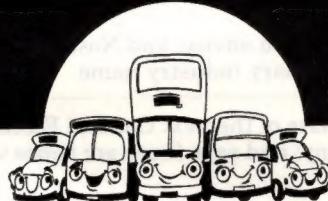
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■ TOURS

Cosgroves backs drivers after a 'nightmare' Spanish trip

COSGROVES of Preston has defended its drivers after allegations that 70 passengers were abandoned on a nightmare return trip from Spain.

Newspaper reports claimed that the drivers left their coach and its passengers after a trail of mechanical

disasters in Southern France.

Although a 48 hour delay followed a breakdown, the company is adamant that its drivers stayed with the passengers throughout their ordeal.

When a £40 hydraulic pipe burst at Montpellier,

Cosgroves got DAF Aid out to the coach. There was no spare part available locally so the passengers were put up overnight in a hotel to save £3,000 hiring-in another coach.

Next morning the repaired coach only got 80 km up the road before a repeat

of the same problem.

This time there was no option but to bring in a French coach which took over 12 hours to arrive.

On arrival at Dunkirk they missed the boat, were faced by a further seven-hour wait and arrived home two days late.

■ BUS

Midland Red North takes action over Stafford bus ban

MIDLAND Red North is fighting a council decision to ban buses from Stafford town centre.

The Drawlane-owned company has so far spent an estimated £100,000 battling against a massive pedestrianisation plan.

It says the ban will not only send the buses out of town but the businesses too.

In the latest round, a Department of the Environment inspector, Dudley Leakey, was called in to make a judgement... and Midland Red North says it is confident it has come out of the ring the winner.

'We've worked out that if we lose our place in the town centre, it will cost us a great deal more than the court actions,' managing director, Chris Hilditch, told *Coachmart*.

'We want to maintain our position in Stafford.'

Mr Hilditch said that considerable research done by his company suggested the plan would make Stafford 'an economic desert.'

He said that the council had not taken the matter seriously.

'Indeed one council officer, in a moment of weakness, said he wanted to get rid of the buses,' said Mr Hilditch.

Stafford buses are among the most heavily used in the Midland Red North area, he added, so it was plain the passengers wanted them.

'One of our greatest problems these days is dealing with local authorities,' he added.

'We're fighting this battle, another in Shrewsbury and we might be starting another one very soon.'

■ FINANCE

Busways says BCCI crash did not hurt it

NEWCASTLE-based Busways says the loss of £1.25 million in the BCCI collapse will have little or no effect on its trading.

Managing director, Eric Hutchinson, pointed to massive investment in around 50 new or late secondhand buses this year: 'The only effect this will have is a slowing down of investment in new buses,' he said.

'This will have no effect whatsoever on our services and fares. Our early investment in new vehicles has been fortunate, though we do not in any case have a policy of investing all our money in one place.'

• Former Busways owner, Tyne and Wear Passenger Transport Executive, had £6.7 million invested with BCCI.

So far, most BCCI creditors named have been publicly-owned though it is known that many private companies had significant short-term investment with BCCI.

■ MINIBUS

Seatbelt changes

NEW seatbelt rules which came into effect this month cover eight-seat minibuses as well as private cars.

Rear passengers must now wear a seatbelt if fitted to the vehicle. Previous legislation in 1983 covered front-seat passengers and for two years' children under 14 have been restrained in the rear seats. Operators with vehicles with eight or less passenger seats (plus driver) are warned that all people travelling in the minibus equipped with belts MUST wear a seat belt.

■ RECEIVERSHIP

Tenby loses contracts



Tenby: National Westminster Bank took action.

TENBY Coaches of Dyfed has lost two of its contracts to Pembroke Dock-based Silcox amid rumours of insolvency.

A local newspaper said the firm was in liquidation, though liquidators have yet to be appointed, and a finance company has repossessed some vehicles which were on hire purchase to Tenby Coaches.

Proprietor of the firm Tony Dowler was not available for comment when *Coachmart* went to press this week.

■ PEOPLE

Harold claims record

HAROLD EVANS, father of Evans Coaches managing director Ian Evans, is the latest to stake a claim to have the longest unblemished PSV driving record.

Harold is 79 this month and is still active, driving for the 70-year-old family firm. He started coach driving in 1926 and was among the first to obtain a PSV badge when first introduced in April 1931. With 65 years behind the wheel is this the record to break all records?

• For the record, the drivers claiming the best long-service are:
 Percy Tye of Galloway (*Coachmart*, July 4, 1991) - 55 years
 Bob Gordon of Gordon's (*Fleet Update* page 12) - 62 years
 Harold Evans - 65 years.

■ BRIEFS

■ NORTHERN Bus of Anston has cancelled all of its seaside excursion work and sold the three vehicles which serviced it.

Company director, Duncan Roberts, said the recession had badly affected business: 'There were no people travelling,' he told *Coachmart*.

Northern Bus will be concentrating its efforts on bus and football team coach work.

■ SCANDINAVIAN Seaways has moved into its new £12 million Hamburg terminal built in a partnership between its parent company, DFDS, and the City of Hamburg.

The move helps deal with a 35 percent rise in passenger numbers in three years.

■ ISLE of Wight ferry company, Red Funnel, is making a price-per-head charge on its Southampton to Cowes service regardless of coach passenger numbers.

The company is offering a crossing at £5.50 per person return, the coach travelling free no matter how heavily it is loaded.

■ EASTBOURNE Bus Company is offering resprays in a new Dalby 48ft combination spray booth and oven.

The new facility - added to existing contract maintenance workshops - can handle all modern two-pack finishes.

■ LONDON Buses is aiming to get 'em while they're young with a project for kids called 'Buswise.'

The special Resource Packs are being issued to 1,000 London primary schoolchildren to develop awareness of the benefits of buses.

Four areas of the National Curriculum are covered by the 'Buswise' scheme.

■ FERRY

Stena Line's multi-million pound spending spree

SEALINK Stena Line's new multi-purpose superferry, the Stena Invicta (*Coachmart*, July 18), represents a £46 million investment by the Swedish-owned company.

The Invicta is now plying the main Dover-Calais route, where it has replaced the Stena Cambria. At 19,000 tonnes, the Invicta has more than twice the capacity of the Cambria, which has been switched to the Irish Sea for Sealink Stena's Holyhead-Dun Laoghaire route.

The Invicta will compete with P&O's modern superferries, Pride of Dover and Pride of Calais, on the busiest cross-channel link and will play a key role in raising the ferry

company's challenge to the Chunnel, due to open in 1993.

Fitted out at a cost of £6 million, the Invicta has a showbar seating 480, which is equipped with cabaret stage and disco.

And Sealink Stena claims the ship provides more restaurant facilities than any other vessel currently operating on the short sea routes between England and France. These include an a la carte, waiter service restaurant - a first for Sealink Stena's cross channel fleet - a new cafeteria, fast food burger restaurant, a dedicated freight drivers' restaurant and a buffet where customers can pay a fixed price and eat as much as

they wish.

Other on-board features include a duty and tax free shopping centre, lounge, two children's playrooms and TV lounge.

In line with other Sealink Stena ships sailing from Dover, the Invicta can carry a mixture of passenger and freight traffic. Passenger capacity is 1,850 with space for more than 400 cars - or the equivalent mix of cars, coaches and trucks.

Built in Denmark in 1985 and refitted at Bremerhaven this year, the ship is powered by two MAN-B&W engines, each of which produces a massive 8,361 bhp at 175 rpm. Service speed is 19.4 knots.

FOLLOWING its takeover of Sealink in May 1990, Stena has embarked on a £178 million investment programme with new ships, new routes and upgrading of ships and port facilities throughout its operations.

■ COACH

Crisis meeting on OFT threat

COACH operators in County Durham are meeting in emergency session this week to thrash out a response to Durham County Council's threat to refer them to the Office of Fair Trading.

Members of the Sunderland and East Durham Coach Operators Association have been told that they could be contravening the terms of the 1985 Transport Act

Where the money's gone

The investment programme includes:

- £75 million on new ships for Dover-Calais/Folkestone-Boulogne, including Stena Invicta and the freight only Stena Challenger;
- £81 million on new

ships for Harwich-Hook of Holland and improved port facilities at Parkes Quay;

- £1.5 million on a new service linking Southampton with Cherbourg;
- £8 million on better ships and

port facilities for Stranraer-Larne crossing;

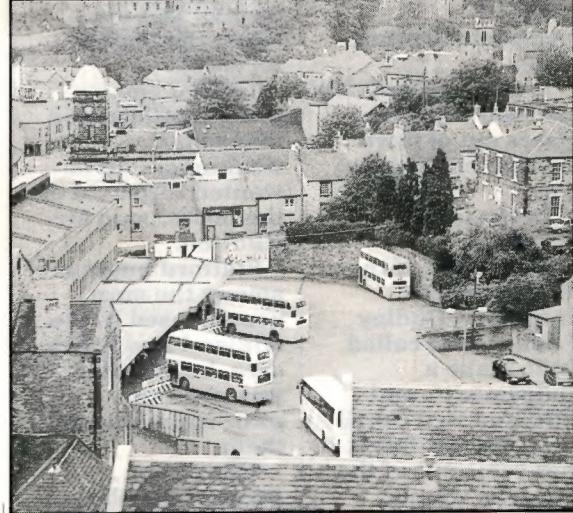
- £8 million on better ships and more sailings for Holyhead-Dun Laoghaire;
- £4.5 million on more sailings and terminal improvements for Fishguard-Rosslare.

(*Coachmart*, July 18, 1991).

It is understood that seven operators received a letter from the county secretary and solicitor, Roger Humphries.

Following allegations of anti-competitive practices in the submission of tenders for school transport, a small number of contracts were put out for re-tender.

The county council has been



Durham: council is believed to have written to seven operators.

persuaded by its auditors that it is obliged to demonstrate value for money.

A spokesman for the operators association told

Coachmart: 'Instead of giving one week's notice and re-advertising a small number of tenders, we feel all should have been terminated.'

SCHOOL CONTRACTS

Farrows and police fight council over 'dangerous' school routes

LEICESTERSHIRE operator, Farrows of Melton Mowbray, has enlisted the help of the police in fighting 'dangerous' new school run routes.

Leicestershire County Council has restructured tendered routes in the area so that it can re-tender before next term. But Dennis Farrow says that several of the roads used are totally unsuitable for PSVs: 'Driving my car down one of them frightened me,' he said.

Mr Farrow said he believed two areas had so far been targeted by the council - Melton Mowbray and Lutterworth - and school transport recast and retendered.

'At the end of term, the council had taxi feeders taking children to the main roads,' said Mr Farrow. 'Now coaches are supposed to go along these roads. On some the tyres would be running on the broken edges of a single road. If you met

another vehicle, one of you would have to leave the tarmac.'

'I went down one of these roads in my car to measure the routes. It was horrendous, yet the council is claiming it is quite safe. I have contacted the police to ask their opinion and to tell them what the council is proposing to do.'

The council has been anxious to re-tender as soon as possible. A letter informing Mr Farrow of one of his contracts being terminated on June 28 is dated July 3. Bids close on August 2, with commencement on August 28.

'Someone's got to stick their neck out,' said Mr Farrow. 'The council might not be too happy with me for saying this, but their big thing is safety, and it's mine too.'

● A council spokesman was unavailable for comment as *Coachmart* went to press.

EMPLOYMENT

Queensbridge PSV in move

TRANSMISSION specialist, Queensbridge PSV, is setting up shop in new premises and taking on new staff - despite the continuing recession.

The Leeds engineering firm has prospered as bus and coach companies keep their older vehicles on the road. But managing director, Mike Wetherill, explained that he's got an eye to the future.

'Part of the new workshop facility will be an auto and hydrocyclic gearbox centre,' he told *Coachmart*. 'While some of the smaller bus and coach companies will stay with manual boxes, I reckon most will be gone in five years.'

Queensbridge PSV has put a deadline of September 2 on its move from its 3,000 square foot premises into 7,000 square feet at Ossett. With a budget of just £45,000 for the move, the workforce has been busy weekends preparing the site... right down to bricklaying.

WELFARE

Rainbow plans mercy mission

RAINBOW ROVERS needs an unusual donation for its mercy dash to bring relief to the refugees of the West Sahara. The need is transport and the charity wants a coach.

A Leyland Leopard is preferred, but anything British will do because the organiser, the Earl of Winchelsea and Nottingham (Chris to his friends), wants to fly the flag.

Don't expect the coach to return from its 3,000 mile mission - the important thing is that it gets there. It must be at least 11-metres long so that with 30 seats left in place there's still space for a large quantity of relief parcels. Shoes, blankets and other lightweight supplies will bring much needed aid to the those who have been forced to return to their homeland after seeking refuge in neighbouring Algeria.

Three years ago Rainbow Rovers got nationwide coverage on BBC's Pebble Mill for a similar trip from Liverpool. Then it took taxis, ambulances and Land Rovers. This time David Loyne of JHM Travel in Peterlee is looking for the coach and a four-wheel drive truck.

Publicity is guaranteed for those involved. Pebble Mill will again cover the 14-21 day trip which is planned for next April.

● If you can offer a suitable vehicle then contact David Loyne. Tel: 091 586 5665.

VEHICLE SALES

New vehicle information is needed

CALLING all operators and dealers. It's the season of the 'J' reg and next week new vehicles will be collected by proud owners from coach companies nationwide.

This is your opportunity to have a photograph of the new fleet flagship in *Coachmart*. Make sure someone has a camera ready at the handover. We don't mind if it's a jovial picture with a celebratory bottle of Champagne or a straight-forward shot



Coach sales: send *Coachmart* details.

to show off the fine lines of the new coach.

This is the perfect opportunity to cast aside all the gloom and despondency that is holding back confidence. There's space for used as well

as new fleet additions so don't hold back.

Send Fleet Update pictures to: Mike Morgan, Coachmart, Wentworth House, Wentworth Street, Peterborough, PE1 1 DS.

BRIEFS

● RANK Motorway Services will officially open its new £7.9 million service area on the M4 at Swansea next month.

The area, situated at junction 47, represents a total of £17 million investment by the company in motorway services in Wales over the last two years.

● YEATES Bus and Coach has shed 13 staff including four of its sales team.

'It's a sign of the times,' said director and general manager, Tony Harvey. 'We are simply preparing ourselves for when times get better.'

Volvo Bus-owned Yeates now has 69 staff at its Loughborough base. It has already closed its Salisbury outlet.

● THE month-long dispute involving French Sealink Stena crew ended last week and all services are now back to normal.

The strike - over new working practices - halted sailings from Newhaven and disrupted the Dover-Calais crossings.

● AUTOTECH '91 - the international coach, truck and car products exhibition and congress - is being held at Birmingham's National Exhibition Centre on November 12 to 15.

The show, which attracts around 300 exhibitors, also includes 37 seminars.

● SUCCESS in the PCV category D driving test by 18-year-old David Richardson has given Burton Coaches of Haverhill much-needed flexibility with rostering.

David, son of Burton's managing director, Barry Richardson, passed within 27 days of his birthday. He was taught by transport manager, Nigel Oxford, in a Bedford YMT.

Although his driving is restricted, he can now go out on contracts which frees other drivers for more lucrative work.

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MoT'd.
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Plaxton Paramount 3500. MoT'd.
- 1986 BEDFORD YMT. Plaxton
Paramount 3200. 53 seats, MoT'd.
- 1982 LE **SOLD** Reeve
Burgess 53 seats.
- 1979 VOLVO B58 DUPLE
DOMINANT, 53 seats, MoT July
1991.
- 1975 BER **SOLD** laxton Elite
body. 50 seats.



DOUBLE DECKERS

- 1980 BRISTOL VR, Open top double decker, new MoT
- 1975-79-80.
- 1980 BRISTOL VRT, Leyland engines, ECW, 74 seats.
- 3 1977 DAIMLER FLEETLINERS, Gardner engine, 76 seats.
- 1978 DAIMLER FLEETLINE, Gardner engine, 76 seats.

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- 1986-7 FREIGHT ROVER
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■ COACH

Matthews and Freeman stage vital coach talks

PLAXTON chairman, David Matthews, was this week due to meet Roger Freeman, minister for public transport, to discuss the future of Britain's coach industry.

Mr Freeman was to visit Plaxton's Scarborough factory on Thursday (July 25).

The visit to the Eastfield coach and bus building plant is seen by Plaxton as a result of many months hard lobbying by its management on behalf

of the company and the coach industry.

Together with manufacturing managing director, Neil Beresford, Mr Matthews promises full and frank discussions with the minister and his staff.

Mr Matthews is known to be keen to draw Government attention to the uncertain future facing all coachbuilders.

After Plaxton's decision to transfer Reeve Burgess



Plaxton: meeting follows months of lobbying.

production to Scarborough earlier this year, Mr Matthews said: 'At the moment we do not

have sufficient demand for our products and we have had to make painful decisions to reduce our workforce.'

■ TOURISM

Wardens to monitor truce in Scarborough

SCARBOROUGH'S traffic wardens have been called-in to make sure open-top bus operators keep to an agreed truce in the war which has raged on the seafront since Easter.

Up to 20 vehicles have descended on the three-and-a-half mile route between the Spa and Corner Cafe along Marine Drive.

With a three minute frequency passengers are failing to fill the buses, and drivers have been forced to queue for trade.

Scarborough Council was so concerned by congestion at the north end of the route that it called the four operators - Scarborough & District, Applebys, SS Suncruiser, and Carlton - together for talks.

Eric Boyes, Scarborough & District's general manager, told *Coachmart*: 'We have agreed to allow no more than five at a time. As one bus joins the queue, one departs.'

The main problem arose at the Corner Cafe turning circle where there is barely room for five buses. At peak as many as ten caused traffic to back-up. Now traffic wardens are handing out tickets at both ends of the route if the drivers don't keep the service moving.



Scarborough: seafront traffic problem continues.

An outburst by controversial Labour MP, Dennis Skinner, who accused Plaxton of asset stripping the Reeve Burgess operation, was brushed aside by Mr Matthews.

But, he added: 'The positive side of his outburst is that it has further brought the matter to the attention of the Commons. Anything that gets the problems facing our industry in front of the people that matter must help.'

■ SALES

Sales outlet is a big hit

ALAN WILSON'S used coach sales outlet has been flushed with success during its first three months.

More than 30 coaches have passed through his hands, including Neoplan Skyliner 'deckers sold on behalf of Coach Europe's finance company. The collapse of ILG during Mr Wilson's first week of trading generated instant stock. This ill-wind for Coach Europe offered a good start for the business.

Mr Wilson said first quarter results exceeded expectations, which he put down to his optimistic outlook.

He said: 'The big established boys have become dinosaurs. They will tell you we're in a recession, so let's all be depressed. I take a different view. If certain other companies had been optimistic earlier, we wouldn't be in the state we're in now.'

■ OBITUARY

Eric Taylor



Eric Taylor: will be missed by many people.

ERIC TAYLOR, founder of Taylors Coaches of Tintinhull in Somerset, has died suddenly at home after a period of ill-health.

Although Eric had been unwell for a few years, his death was a big shock to his family and the local business community.

His widow, Rae, and son, Steve, are determined the company should continue in its present form. Steve has taken over as nominated transport manager for the 22-vehicle O-licence.

Eric started in 1963 with a Bedford OB from the village of Shepton Montague. He expanded when villagers wanted trips out and then moved to the present Townend site on the A303 in Tintinhull. While building up the coach, garage and a restaurant business, Eric was held in high esteem by all his contacts. He will be sadly missed by friends and business associates.

■ TRIBUNAL

Tribunal overturns traffic commissioner's decisions

A TRANSPORT tribunal has overturned two decisions by South Wales traffic commissioner, John Mervyn Pugh, against Evans Coaches of New Tredegar, South Wales.

The commissioner ruled at a public hearing last July that Evans could not run local services and the company must repay fuel duty rebate.

The tribunal upheld an appeal by Evans' managing director, Ian Evans, who maintained that the commissioner had misdirected himself by failing to take account of five important considerations that:

- this was the first time the 70-year-old company had been called before a public inquiry;
- there were no complaints by the public;
- breaches related to only a small proportion of the registered routes;
- the mileage represented a small proportion of total route mileage;
- the amount of fuel rebate that would have to be repaid.

Evans was called to a public hearing on account of 18 prohibition notices over a two-year period. At the same

hearing Evans was stopped from operating local services following allegations of 52 failures over six months to operate local services by Mid-Glamorgan County Council.

Mr Evans claimed that six of the prohibitions occurred on one day and that three others related to one vehicle. Initially Evans' O-licence was prematurely terminated in November 1990, but a full five-year renewal was subsequently granted without a second public hearing.

However, Mr Pugh imposed penalties under sections 26 and 111 of the Transport Act 1985 in response to the alleged local service offences. Evans lodged an appeal on August 10, 1990.

Meanwhile, Evans was allowed to register further bus routes. The tribunal, headed by Judge Inskip, commented: 'We are not clear as to what powers enabled the traffic commissioner to act in this way.'

After the tribunal found in favour of Evans, Mr Pugh issued a statement accepting the result. He said: 'No further action will be taken in respect of the allegations, which were the subject of the original hearing and subsequent appeal and the matter is therefore at an end.'

■ TAKEOVER

Shades back on course

SHADES Technics - in receivership earlier this year - has been bought out by former managing director, Charles Merhemitch, and Dutchman Henk Deuschle.

The firm, which specialises in coach toiletting and demountable servicers, had significant work from Plaxton - supplying all units for the Expressliner - and interests in providing units for Van Hool and Jonckheere. It is this which has persuaded the new directors to acquire the assets and goodwill of the company.

Trading from the same premises at Hertford, Shades is expecting to capitalise on developments by reducing company overheads and using its own capital. Already, claims Mr Merhemitch, he has been approached with offers of cash injections to help build a future.

Former Autosound man, Henk Deuschle, now Shades' marketing director, is operating in his home country of Holland to improve export performance in Portugal, Germany, France and even Japan.

Shades' chief design contribution to coach facilities has been the integration of toilet, drinks and fridge in a single, demountable unit. After 14 years in the industry, Mr Merhemitch feels he has the contacts to continue selling these advanced units. 'We can provide demountable toilets for the majority of current vehicles and it's our intention to head towards BS 5750.'

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■ NEW VEHICLE

Mauri BiBus takes to the road



A MAURI BiBus, which has gone into action on ATM bus routes in Milan (above), is the first of its type. The bi-modal vehicle is being used to test hydrostatic systems and is a cross between a trolleybus and a diesel bus. So far it has successfully covered 32,000 km in test conditions, but financial assistance from Regione Lombardia has enabled it to run in public service.

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Yeates picks up a clutch of Optimo sales

A CLUSTER of new Toyota Optimo IIs to leave Yeates Bus & Coach at Loughborough includes vehicles for Flights, Tellings Golden Miller and

Travellers.

All are 18-seaters to GL specification with big boot.

Flights' two vehicles are the first Optimos to join



Above: Flights first Optimos. Below: Travellers now has five.



the Birmingham company which is more readily associated with coaches at the other end of the scale - its Plaxton 4000RS-bodied Volvos for its Flightline airport service.

Also taking a pair is Midland Fox coach subsidiary, Tellings Golden Miller, of Byfleet near Weybridge.

But unlike Flights,

Left: Tellings' new pair.

Tellings has previous experience with the Toyota product.

Travellers of Hounslow has also bought Optimos before.

Its latest trio brings the total acquired in the past year to five.

Optimo II was introduced at the end of last year.

It is fitted with Toyota's six cylinder 167 bhp engine.



Gordon plumps for Plaxton Paramounts

TWO new Plaxton-bodied coaches are the latest in a long line of vehicles to join the Rotherham fleet of W Gordon & Son.

Both are two star Paramount 3200s, but one is a 55-seater on Volvo B10M chassis with low driver position, and the other is an 8.5-metre Dennis Javelin.

Winston Gordon started back in 1914 with a brass radiator Ford. Said his 83-year-old son, Bob: 'I used to sit beside my Dad when I was two and three-years-old.'

Today Bob claims an



unbroken record of PSV driving going back 62 years. 'I've got one of the first badges, BB 5164, and I've just taken out another five years.'

Bob's son David has maintained the family

tradition. He explained the choice of new coaches: 'Yeates offered availability and the best deal. An old 1977 AEC was traded in for the Volvo and the Javelin is an extra vehicle.'

'We bought a Volvo last

year with a wheelchair lift and the amount of work justified a second even though we have to keep taking the seats out when they want wheelchair facilities.

The Javelin is a progression from a 33-seat Bedford. We had a lot of enquiries for this size of coach and we've set it up with toilet, video and drinks machine.

'There's no comparison with the Bedford. It's better on fuel, brakes, engine, ride - everything.'

Europas are great for Globe Coaches

GLOBE Coaches of Barnsley has taken delivery of four Europa vehicles.

They are based on Mercedes-Benz 811D extended chassis cowl and fitted with Europa's

Enterprise bus bodywork.

All four vehicles are automatic and have a carrying capacity of 31 seated plus nine standees.

They also all meet DiPTAC specification.



You've been buying... You've been buying... You've been buying... You've been buying...

Leylands make a big impression

JOHN R Moir, managing director of Brents Luxury Limousine & Coach Hire, has told *Coachmart* about two new Leylands.

'We have taken delivery of two Leyland Tiger/Plaxton 3500 Paramounts. One is three star specification and one is four star specification. Both have Cummins L10 290 bhp engine and automatic ZF gearbox.'

The three star vehicle is fitted with 53 reclining seats. The four star vehicle specification includes 49 reclining seats, rear sunken WC, and engine pre-heater. Hot drinks facilities and video system have been fitted by JL Developments of Alton.'

Both vehicles have full draw curtains, double glazing, rear continental door and centre aisle carpet. They are finished in white with the distinctive magenta Brents logo to sides, front and rear.



Mr Moir added: 'I am very impressed with the Leyland/Cummins configuration.'

Plymouth Citybus chooses East Lancs' Volvos again

SOUTH Coast municipal operator, Plymouth Citybus, has taken two East Lancs double-deck coach-bodied Volvo Citybus D10Ms.

The two have 78 Vogel seats and a walk-in rear luggage compartment fitted at the rear of the lower saloon.

Seatbelts are fitted to front seats on both decks, courier

seat and other exposed seats in the lower saloon.

They are equipped with Blaupunkt radio/cassette/PA, and the interiors are trimmed in a mixture of hard and soft trim.

Saloon floors are covered in a mixture of Norament and Pirelli colour co-ordinated coverings.

Overhead open-mesh coat-



racks are fitted on both decks.

These lastest coaches join

two similar vehicles also supplied by East Lancs in 1984.

Fishwick reaches another milestone

TRADITIONAL Leyland bus operator, J Fishwick & Sons based in Leyland, has carried on its distinguished history with yet another milestone in being one of the first private companies to operate a new Leyland Lynx II along with a Volvo B10M.

Fishwick's history of 'firsts' stretches back with Leyland Bus history itself and on numerous occasions it has taken early production models.

The new Lynx II is powered by a Cummins L10 engine developing 210 bhp. They have ZF 4HP500 gearbox, 47 seats, and Diptac features.

Fishwick's general



manager, John Brindle, said: 'We are very pleased with all operational aspects of our new Lynx. It is a much improved product, giving us

excellent service.'

Bill Russell, director of sales and marketing of Volvo Bus Limited, commented: 'We are extremely pleased that

traditional Leyland operators such as J Fishwick & Sons continue to buy Leyland Lynx IIs and continue to be part of the Volvo family.'

How Volvo bids to stay out in front

Volvo leads the bus and coach market. Despite cutbacks and restructuring of its UK activities, new product developments give a glimpse of how the Swedish giant plans to stay ahead of the pack. Mike Morgan reports.

VOLVO Bus claimed 65 percent of the UK heavy bus and coach market for the first half of this year.

On the bus side its Olympian, Lynx II and Volvo B10M outsold the competition, but VBL has an even stronger presence in the coach sector.

The Tiger and B10M outshone other contenders with 70 percent of all sales - the best-ever performance by one manufacturer.

However, few will need reminding that all is not rosy in the Volvo garden. Both bus and coach markets declined by over 40 percent and there's still no light at the end of the tunnel of recession.

Sandy Glennie, managing director of Volvo Bus, said: 'The serious recession in our industry is now proven fact. However, it is very encouraging that the relatively few sales that are being made are coming our way.'

'Volvo has the strength in depth to ride out a recession, and continue to invest in



Volvo's twin-axle concept vehicle first seen at June's UTIP exhibition in Stockholm.

ever-improving products, production techniques and a quality nationwide dealer support network.'

That Volvo has put its faith in the future was in no doubt at the recent UTIP exhibition in Stockholm.

On display were technical developments from the Swedish parent company and two shining examples from VBL's UK plant at Workington - a Lynx II for Nottingham City Transport

and an Olympian for London Buses' subsidiary, East London.

The Lynx, Britain's top selling large bus, was Nottingham's first with Volvo engine.

Engineering director of Nottingham City Transport, John Lowrie, said: 'Our early observations of this Volvo-engined Leyland Lynx II are extremely encouraging.'

'It appears more refined and has a quieter driveline than we have experienced in our previous Cummins-engined vehicles.'

'As we operated many Volvo buses already, this vehicle blends nicely with our fleet bringing us the obvious benefits of parts and service commonality.'

The Volvo engine in the Lynx is a THD 102KF horizontal turbocharged and intercooled engine producing 245 bhp at 2,200 rpm.

This 9.6-litre engine has its roots in the 1960s, but constant development ensures minimal impact on the environment through low noise levels and exhaust emissions easily surpassing

the EEC 88/77.

A ZF 4HP500 Economat (EST) automatic gearbox is fitted.

It was appropriate that the world's most popular double-decker should be displayed in world famous red livery of London Buses.

First introduced in 1980, the Olympian has outsold the competition.

The exhibit was the first Workington-built Olympian body fitted with dual-doors - a requirement of London Buses.

Although the Lynx and Olympian signalled firsts of a type, they were not new designs.

The real glimpse of the future came from Volvo's plans to cope with the two key issues which the industry must face if more people are to travel by bus and coach - passenger access and the environment.

Twin-axle design

Volvo's low-floor development was there in mock-up. The concept showed how a twin-axle system with smaller wheels and tyres offered significant advantages - especially to those with limited mobility.

Coach operators will be forgiven for thinking they've seen it all before - particularly since this twin-axle concept is based on existing Volvo components.

Nevertheless, Volvo's commitment to finding efficient and user-friendly developments for public transport could lead to the twin-axle going into production. A rigorous test programme is planned for later this year.

By going back to first principles, Volvo is aiming for



Receiving the first Volvo-engined Leyland Lynx II to the Nottingham fleet is John Lowrie (centre), engineering director NCT, with Mike Ball (left) and Thompson Baxter (right) of Volvo Bus.

a gangway width of 1,200 mm and a low 500 mm wheelarch giving easier and safer access.

Low emission engine

Volvo has tackled the green issue further with a new range of engines.

Next year the THD engine will be offered with world-beating environmental qualities. New injection pump and new injectors together with Electronic Diesel Control (EDC) ensure exhaust emissions not only meet the EC's 1993 regs, but those envisaged for 1995/6.

The new engines, the THD 103KB/KF, will be available with two outputs (240 bhp and 280 bhp), and Volvo makes further claims - the characteristic diesel smell and visible smoke have been virtually eliminated.

With the new injectors, pressure has been raised to around 1,200 bar and a larger number of smaller holes distributes fuel more effectively.

A starter element and exhaust gas pressure regulator help reduce hydrocarbons with cold starts and low loads.

EDC has been tested in F12 trucks since 1987. At the heart of the system is a microprocessor which constantly monitors and adjusts fuel.

As a bonus it includes a number of special functions to make driving easier while prolonging engine life:

- **cruise control;**
- **engine speed control which automatically maintains a constant**

- **engine speed;**
- **speed limiter;**
- **engine protection which limits engine speeds in conjunction with cold starts and high altitude driving;**
- **test function to monitor engine performance and give defect warning.**

All functions disengage the moment any of the foot pedals or exhaust brake contact are depressed.

Natural gas

Since the mid-Seventies, Volvo has been involved in the development of engines running on alternative fuels. Of all the alternatives to diesel, natural gas offers considerable benefits with regard to availability and environmental considerations.

After pan-Nordic research, the first 20 natural gas powered Volvo buses have been ordered by the Municipality of Goteburg for 1992.

'This order is extremely important to the Volvo Bus Corporation and it should be seen as a first step in an international effort,' says Volvo president, Lars Erik Nilsson.

Compressed natural gas offers:

- **lower noise level owing to a gentler combustion process;**
- **nitrous oxide (NO_x) emissions more than halved;**
- **exhaust gases virtually free from particulates.**

An engine powered by natural gas must have spark plugs.

Furthermore, the engine has to be modified to run on a lower compression ratio and it requires a gas blending system.

As British war-time experience with town gas showed, the biggest problem on a PSV is storage.

In order to provide sufficient fuel for a normal day's driving, the gas has to be compressed under extremely high pressure. This means tanks which are both heavy and bulky. Volvo's technicians are therefore considering integrating the tanks into the roof structure.

Mid-engine anniversary

This year Volvo celebrates the 40th anniversary of its mid-engine design. The first was the B655 which sold 2,500 units between 1951 and 1964.

Then came the B755 before the real breakthrough in 1966 with the B58.

More than 23,000 B58 chassis have been sold and the model is still manufactured in Brazil.

The current model launched 12 years ago, the B10M, accounts for two-thirds of Volvo's PSV sales.

Volvo expects that the 30,000th B10M chassis will roll off the production line at the end of this year.

Continuous technical advances have ensured such universal success for Volvo's mid-engine chassis.

The B10M is a glittering jewel in the Volvo crown, and Volvo's research and development programme is geared to keeping it that way in the future.

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The B655: Volvo's first mid-engine chassis which was introduced in 1951.

Bus rivalry hots up in Scotland

SCOTS firms are locked in a bitter battle for bus supremacy. But it's not Stagecoach versus Highland Scottish.

Roddy Dan Macdonald is emerging a victor up in the Western Isles, where a bus would have to run 24 hours to clock up 100,000 miles in a year. Roddy's company scooped six routes on Lewis.

But, says the local paper, Mr Macdonald emerged from the last round of 'bus wars' with

no school routes to his name...

His arch rivals confusingly include William Macdonald, Alex John Macdonald and Ian Macdonald, who with Margaret Mackay, Murdo Kennedy and others picked up the doubtless profitable work.

Competition is so fierce and prices so competitive that the Ness to Stornaway route got two identical bids and is now being retendered.

● SHROPSHIRE County Council was so miffed that BR had withdrawn its late-night Shrewsbury-Chester train, it is paying for its own late-night express bus service.

BR's decision to cut the 10.55 pm train left some of Shropshire's hardy commuters - and no doubt drinkers - out on a limb. Now,

they can board the 10.50 pm Shrewsbury-Gobowen/Wrexham service courtesy of SCC and Crosville Wales. Even the return rail fare is valid on this subsidised service.

● WHOOPS! here we go again. Did anybody notice our deliberate mistake in the Wholesalers Special Feature

on July 11?

No doubt our writer was 'Hansel and Gretel' when selecting the picture of a German hotel. A few of our readers have been quick to let us know that the hotel is in Austria. Alas we should have known because it was the destination in Mike Morgan's Nightride to Austria (*Coachmart*, May 2, 1991).



● AS an aside, *Mealstop* notices that Lada has launched a new customer care award to identify the best of its 200 or so dealers.

'Over 100,000 reply-paid questionnaires are being distributed to Lada owners throughout the country, asking them to put forward the name of the Lada dealer most deserving of the title "Best Service in Britain", - says the press release.

Mealstop would like to know where they got the addresses (would you admit to owning one?) and when they are going to make another award "Most Services in Britain" reflecting the allegation that Ladas are perfect for the merchant seaman - one week on, two weeks off....

JOIN THE JET SET WITH A JULY BARGAIN FROM

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VOLVO B10M - ALGARVE EXEC. 51/55 recliners, toilet, double glazed.

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Avalins a good choice from £85,000

ALSC AVAILABLE

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Avalins a good choice from £85,000

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Sally Line accused of failing to supply Customline information

From Roger Bishop

SIR

I read with great interest the letter from Philip Hankin of Sally Line in respect of their Customline concept, and the friendly rivalry that appears to be generated between his company and Sealink.

Clearly the Customline package is good for operators and immediately after I saw one of their advertisements in *Coachmart* I contacted Sally Line for further details. To be precise, I faxed them on April 18, then again on May 9. I received a letter from their area sales representative on May 10 stating that they would contact me in the very near future. This never happened.

I wrote them another letter on June 6 and as of today (July 13) I have not been afforded the courtesy of any response whatsoever.

It is now well into July and obviously I am keen to get the ball rolling with holidays and short breaks for the coming winter season and Sally Line are wasting valuable reserves on advertising which is non-productive.

They cannot claim that this is a one-off case, because I have had the opportunity to talk to other operators, who have informed me that they have experienced a similar situation and that Sally Line have a reputation for being either incredibly slow or non-responsive.

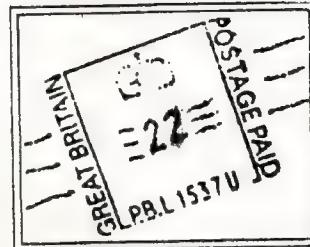
In the meantime I have contacted Sealink who have been more than helpful and I have started to place my bookings with them. Sorry Sally - but I need to get to work now - not next year!

Obviously there are lots of good deals to be had with car ferry companies and I must go for the best value for money, good service and efficiency - so come on you ferry companies with great offers - let's see if we can do some business!

ROGER BISHOP
NEW FOREST TRAVEL
118 CHESSEL
CRESCENT
BITTERNE
SOUTHAMPTON
HAMPSHIRE

Philip Hankin replies: On initial examination, it would appear that in this instance, there has been a breakdown in communications both ways as we have tried, several times, unsuccessfully to

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The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.



Sally Line: accused of being unresponsive.

contact Mr Bishop.

We are constantly seeking ways to improve our service further, and ironically, we are currently introducing a new system to confirm all Customline arrangements by fax, instantly.

We are sorry we have

missed this opportunity to assist Mr Bishop with his booking.

Ed - We are pleased to report that since this letter was written Sally Line has got to grips with its necessarily complex Customline scheme.

... are there some pangs of conscience from the company?

From Tony Seaman

SIR

Further to Philip Hankin's comments (*Coachmart*, July 11), it is indeed flattering when a competitor feels the need

to react so swiftly in defence of its own policies. Could it be pangs of conscience from Sally Line, or the re-emergence of a sleeping giant in the form of Sealink Stena Line that provokes a worried response?

The need for a competitor to react, shows that we have hit the right mark.

I would like to take this opportunity to thank Sally Line for being such good sports.

TONY SEAMAN

NATIONAL SALES
DEVELOPMENT
MANAGER
SEALINK STENA LINE
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It's vital to take insurance advice

From Brian Hamilton

SIR

I have read with interest your article on your Licensing & Legal pages of *Coachmart*, June 27, 1991 concerning the 'unfortunate' driver who had fallen asleep at the wheel of his vehicle.

In situations such as this, it may be of interest to operators that as part of our specialist insurance packages, we can offer our clients a legal protection cover to assist them in dealing with criminal proceedings of this nature.

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IN a little over five years, 1,000 Harrington-bodied Leyland or AEC coaches joined the fleets of great and small operators nationwide. All that was 30 years ago, but the legend lives on.

Philip Platt and Nigel Lukowski have written a book which commemorates the last coaches to leave the Hove factory of Thomas Harrington Ltd.

The authors of *'The Harrington Cavalier and Grenadier'* that these vehicles were the epitome of comfort, quality and craftsmanship.

They say: 'The passage of time has only seemed to prove this compared to contemporary products of the British Coachbuilding industry and both the Cavalier and Grenadier are now regarded by many as classics in the evolution of coach design.'

The first Cavalier was introduced in late 1959. It marked a change of style made possible by new

construction technology - fibreglass allowed designers freedom of shape and advanced glass technology together with changes in regulation allowed curved windscreens.

Thanks to this combination of circumstances, Harrington came up with a classic which was successfully stretched beyond its original 30ft length to 31 ft 5in and then 36ft in 1962.

The book is available direct by post from Nynehead Books (post free until September 30) or from selected High Street bookshops priced £6.95.

'The Harrington Cavalier and Grenadier': good value at £6.95

Philip Platt & Nigel Lukowski

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Learning from the past



AT around £4 per pound weight - it is about the price of a decent piece of steak - and, if you trim off the odd bit that is a trifle hard to stomach, it is also quite tasty. I refer to the book 'National Bus Company 1968-1989'.

John Birks has pieced together a selection of facts, extracts from reports, photographs, and contemporary interviews with the people involved to create probably the least boring history book I have ever come across.

The style makes for easy digestion, as long as you

work out how to best prop up this 725 pages of heavy A4 art paper - a book weighing in at 71bs is not comfortable bed-time, or deck-chair, reading. It is published by Transport Publishing Co of Glossop.

I was amazed to discover how many of the people involved I had known, horrified how the milestones seemed like yesterday, and intrigued to compare my reaction to events to that of NBC.

Marksman identity seekers may also like to know that my company has a small mention in this tome.

Yes, there were a few things which I took with a

pinch of salt. That NBC was in favour of deregulation, for example.

That was not how I heard it at the time at either a local or national level.

Like many operators, it is my belief that speed limiter legislation was prompted by the determination of National Express schedulers and drivers to offer serious competition to 125 trains. This is not quite the impression that this book gives!

But these minor points aside, it is an excellent read. In parts, one realises that even 'new' initiatives (like those of 'Buses Means

Business') pre-date even the NBC, that the car has been the competitor of the coach and bus for many more years than most of us might imagine, and that even large operators have not been without their money worries.

On the positive side there are many examples (from which the 'independents' could learn) of how plans, strategies and anticipation of the effect of future events, will pay off.

It is well worth the time to read - and the £30 too, if it cannot be obtained from the library.

The industry's fortunes could be decided in November

I WOULD not bet on the date, or outcome, of a General Election in any case.

If I did, I would not back either October or any time in 1992 as a likely election day.

A source of information, who has some interest in transport matters and sits to the right of the Speaker, tips me that November 7 is the probable date of polling.

Will London get deregulated? Might the rest of us face a measure of deregulation?

That may well be the day when the electorate, most of whom know little and care nothing about public transport in the UK, will determine not only the new Government, but the fortunes of all of us in the industry.

When *no* is the right answer

I NEVER had the advantage of formal business training, but, even in my small organisation, I have always attached a great deal of importance to everyone knowing exactly what their job was, how much was delegated to them, and how they were to exercise the duty that this cloak of responsibility gave them.

This goes right back to the days when I dirtied my hands with the maintenance and Betsy looked after the sales and administration side. We did not recognise that we had, in effect, created engineering and operational divisions. Quite properly, though perhaps by accident, engineering had the power of veto. I told Betsy what vehicles were available for any given day (or hour, when they came in with defects) and she scheduled and/or hired-in accordingly. Sometimes this created minor conflicts and I had to be at least open to persuasion that my engineering priorities might need revision.

Notwithstanding, engineering always had the last say on what would, and what would not, go out on the road.

Today, these principles are still followed - and the slight edginess between the operations manager and the engineering manager remain. Operations will approach me and say that engineering is not co-operating in releasing vehicles for a special work-load peak. I go and ask engineering how things are going, availability of parts, the level of stocks - in fact anything but operational requirements. Bert, the engineering manager, will eventually say that operations has been trying to run his department for him and I say, 'take no notice, you decide what is available for them to use.' But I then go on to casually remark that we do have an exceptional peak need for vehicles

coming up and ask if he thinks the lads could put in an extra hour or two to get us over the hump. Bert, I presume, goes and tells them that I am asking it as a favour and they suitably respond. At all events, the peak need gets covered without sending out dodgy vehicles.

I believe there is always an element of friction between operations and engineering in almost all PSV businesses. Some may think that it is unnecessary and strive to eliminate it. While I would not want to foster unnecessary conflicts, I would be very concerned were there not just a little bit of tension between these two divisions.

For when one tries to analyse what causes operators to have their licences revoked or curtailed it appears to me that very often in the case of small operators, and occasionally in the case of the not so small; that this essential friction has been avoided by one person having responsibility for both operations and engineering. In such a set-up operations will invariably win. This leads to scant maintenance, prohibitions and an eventual ignominious public inquiry.

For years the industry has called for better quality controls. We now have them and, it appears, more and more operators are appearing before commissioners with maintenance problems. It is my strong conviction that this number would be much lessened if every operator decreed that whoever in their organisation was in charge of engineering was supreme regarding decisions about vehicle fitness and that 'no' did not mean 'yes' or even 'maybe'.

I have been lucky. Not in avoiding getting caught, but in falling by chance on the simple truth that slight discord is healthy and that engineering rules - OK?

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A SWIFT RETURN

Small groups prefer small coaches, but risk losing out on comfort. Mike Morgan takes a Reeve Burgess-bodied Leyland Swift across the Channel to test its ability to cope with this market.

In an ideal world all coaches would be full and making profit, but all too often seats remain empty and the break-even threshold is dangerously close. What's more a large coach is wasted on a small group.

The answer is to run a smaller coach with lower running costs and more intimate interior. However, the price of cheaper operation can often be reduced levels of comfort. A financially viable outing can be ruined if your customers come away with complaints of poor ride and uncomfortable seats.

Operators looking for a small vehicle with 'big bus' appeal have limited choice. Volvo Bus' offering is the Leyland Swift. But is it up to the job?

Coachmart last tested the Swift over 18 months ago (*Coachmart*, December 7, 1989). Then, as before, it impressed as an economical vehicle with potential. Nevertheless, there were raised eyebrows when I announced my intention to take it to Doudeville in Normandy. Surely with its twin taper-leaf suspension and limited top speed (68 mph downhill) it is better suited to short-distance work?

My excuse was quite simple. There was a need. I had 31 civic dignitaries



York Pullman's Leyland Swift with Reeve Burgess bodywork: one of two in Kingston-upon-Hull City Transport's coach fleet.

wanting cost-effective transport (in style) for a town-twinning weekend. Consequently, I was presented with the ideal chance to do a road test with vital added ingredients - passengers, luggage, a ferry crossing and European travel.

Like any potential coach hirer I had a specific need. The coach had to be new, suitable for small group travel, provide acceptable levels of comfort and offer economy.

The Swift with Harrier body by Plaxton Group subsidiary, Reeve Burgess, not only met the requirements, but offered an all-British product for our flag waving visit.

Kingston-upon-Hull City Transport's coaching subsidiaries, Kingstonian and York Pullman, had a choice of two. A 37-seater operates with York Pullman names from Stamford Bridge, and its sister with 34 seats and toilet runs out of Hull under the Kingstonian banner.

At the time of booking there was the possibility of extra passengers, so arrangements were made with coaching manager, Roy Mitchell, to hire-in the York Pullman vehicle.

I was warned that regular driver, Lol Headley, would be upset at losing his favourite coach for a weekend. This seemed a little strange because I imagined he might welcome the opportunity to drive something bigger. Nevertheless, I was encouraged to view my planned 700 mile round trip in a favourable light.

Upon arrival at Stamford Bridge to collect the Swift I discovered a sparkling coach basking in sunshine - Lol certainly

keeps number 201 in good fettle. Everything was checked over with operation manager, Mike Sutton, but one thing was missing - a GB plate.

Despite regular work for the coach since delivery last September this was to be its first foreign trip.

Noting my concern over the Harrier's low front overhang (no ferry-lift on the Swift), Mike Sutton said reassuringly: 'The Hull vehicle frequently goes over on North Sea Ferries.'

Much of the work from Stamford Bridge for the small coach is generated by York's racecourse. Said Mike: 'York Pullman has traditionally run a 33-



Our destination - Normandy.

PERFORMANCE

Gear	Ratio	Speed
1st	5.36:1	10 mph
2nd	2.62:1	20 mph
3rd	1.51:1	35 mph
4th	1.00:1	52 mph
5th	0.79:1	68 mph
Reverse	4.66:1	

Acceleration times (recorded while unladen)

0-30 mph	11 secs
0-50 mph	27 secs
0-65 mph	61 secs
30-50 mph in top gear	18 secs
50-65 mph in top gear	32 secs

● Lowest comfortable speed in top gear - 28 mph.

◀ seater so we get many enquiries. One regular job takes members of the Horse Racing Levy Board to racecourses across the North of England.'

York Pullman has a long association with York and KHCT trades successfully on the residual goodwill. An extra touch is the christening of all coaches.

is the christening of all coaches. Coaches in the KHCT fleet exude civic pride with KHCT garter and, on Kingstonian coaches, the name of a famous son of the Humber port. Such associations would be lost on the good people of York. Consequently, the 'Pullman' fleet is named after a well-known person from the City of York. Number 201 bore the very appropriate name, Joseph Hansom.

Passenger impressions

All this attention to a local identity was lost on my passengers from the South Lincolnshire town of Bourne and more so with their French counterparts.

Such is the confusion and excitement of departure that my companions for the weekend were left with little opportunity to absorb the fine detail.

After introductions we headed south down the A1 towards South Mimms and my town twinnings gradually came to terms with their new environment.

Marine blue curtains frame the tinted windows and KHCT's distinctive corporate seat moquette is repeated down the roof centre panel to complete a warm and inviting passenger saloon. Add centre aisle carpet and you have that reassuring air of quality which Reeve Burgess has expertly crowned by



The civic party: had mixed views on the Reeve Burgess-bodied Leyland Swift.

fitting a Jaymor quartz clock in classic coach styling.

My first impressions of the Swift as I drove down to Bourne the night before were of a very light coach with lively ride and limited performance. All this changed when fully loaded.

The coach held the road well and maintained healthy progress up to the legal limits until we hit the A1(M) when 65 mph became the maximum cruising speed - aided by the occasional burst up to 68 mph on downhill sections.

Thankfully the Swift held its own on the

modest inclines of this stretch of road so we made good time.

When we stopped for the obligatory break my passengers were relaxed and smiling - the coach had passed its first test.

However, the worst of the journey was to come. The M25 was so horrendous we were running an hour late by the time we passed the Gatwick turn-off.

Thankfully the Swift remained unruffled despite A23 roadworks and the steep climb round the back of Brighton. Thanks to its performance and ease of

handling, the Newhaven ferry terminal was reached with three minutes to spare. The tension felt on the coach was electric, but successful completion of what threatened to be an impossible rendezvous, permanently endeared the

SPECIFICATION

Dimensions

Length:	9.075 metres
Width:	2.45 metres
Wheelbase:	4.4 metres
Height:	3 metres
Unladen weight:	5,660 kg
GVW:	9,100 kg
Test weight:	31 passengers + luggage



Wide doorway, low steps and sensible handrail position make the Harrier easily accessible.



Clean lines disguise the rear boot.

coach to its passengers.

Our Harrier had taken on the personality of a faithful hound - it could do no wrong.

The wide entrance made access easy and throughout the weekend it continued to impress. Even on the worst of Normandy's byroads back seat occupants remained unruffled, and two ladies who claimed the front seat to minimise the effects of travel sickness had learnt to relax.

Although the audio system couldn't be

THE PASSENGERS' VIEW

VERY few of the 31 passengers volunteered their views on the Swift/Harrier combination. Rather than assume that silence meant tacit approval they were asked to fill in a questionnaire while on the last leg of the journey.

The response was a 50-50 split between positive and negative comments with over half being satisfied with the level of comfort. Those who found fault had three main areas of complaint - lack of footrest, inadequate legroom and seats designed to suit smaller people.

Nearly a quarter gave their vote to ride quality, ventilation, and low noise levels, whereas, several were moved to admire KHCT's choice of livery and moquette.

Surprisingly only one passenger wanted reclining seats and just one other thought there should be armrests for the window-side seats. Nobody asked for an on-board toilet.

Most were happy with the total package.

QUOTES

'The coach was quiet and comfortable, but I could do with a footrest as my feet don't reach the ground. Nice material on seats - feels good. It looks attractive outside and the colour scheme is great. Nice curtains.' - **D Lawes**

'Smart vehicle appearance. Seats become harder after two hours and footrests would be welcome. Lights and ventilation are most agreeable.' - **J Currant**

'Being tall, more knee-room and higher headrests would be appreciated. Otherwise, a very smooth quiet ride.' - **J B Bushell**

'The coach rides well, but there are no footrests. The seats are not adjustable and the knee room is inadequate.' - **Alan Anderson**

'Thoroughly enjoyed our trip. The coach was very comfortable, clean and airy. We would certainly travel again.' - **Pam and Dennis Fitzjohn**

FUEL ECONOMY

Odometer at finish: 24,731 km
Odometer at start: 23,582 km
Total distance: 1,149 km
(714 miles)

Section	Fuel used	Distance	MPG	Av speed
Stamford Bridge-Bourne return (empty)	76.28 litres (16.78 gallons)	383 km (238 miles)	14.2	50 mph
Bourne-Doudeville return (31 passengers)	150.4 litres (33.1 gallons)	766 km (476 miles)	14.4	41.4 mph
Totals	226.68 litres (49.88 gallons)	1,149 km (714 miles)	14.32	

ROUTE

Stamford Bridge-A1-Bourne (refuel)-A15-A1-M25-M23-A23-A27-A26-Newhaven-Dieppe-Doudeville (refuel)-return by the same route

Fuel tank capacity: 27 gallons - maximum range = 386.64 miles
37 gallon option - maximum range = 529.84 miles

enjoyed in the cab area due to the build-up of wind noise, it was fully appreciated by those who mattered.

Inevitably the main source of customer reaction was from the front seats where legroom is at its best. Yet there were no complaints drifting down the aisle. Consequently, I was forced to ask for their inner thoughts. After all, these were customers who would normally opt for the convenience of private car.

Reaction was mostly favourable, but seat design and limited knee/legroom were criticised.

Although the land journey was a modest 232 miles, the total journey time meant that creature comforts were tested to the limit. Full-size adults need full-size seats and room to stretch out. In this respect the Harrier fell short. Thirty-four recliners in the same nine-metre length would be a viable proposition.

Driver impressions

Similarly provision for the driver is basic. The Isringhausen fixed seat offers plenty of adjustment, but its cushions are firm and short. The backrest is low and no head restraint or arm rests are fitted.

After three hours behind the wheel I fitted an imitation sheepskin cover over the seat. This provided the necessary extra comfort.

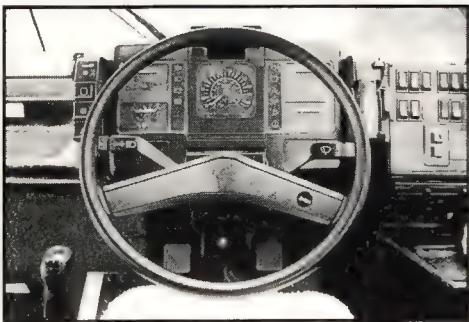
The Swift cab area is designed for stress free driving. Apart from restricted entry between gear lever and steering wheel the driver's working environment proved to be very agreeable.

Reeve Burgess has retained a flat cab floor with adequate room to rest the left foot and the manual gear change is mounted on a console along with the spring-release handbrake - both are very handy.

The Turner gearbox has a reputation for being obstructive, but in this application it compares very well with larger coaches thanks to the perfect location and angle of the gearlever.

Much of the Swift ancestry is clearly evident. It shares components with Leyland's Roadrunner light truck, but unlike the truck it failed to take its market by storm and having fallen into the Volvo stable has not benefitted from the relaunch of the new Leyland DAF 45 series Roadrunner (which incidentally now has ZF S5-42 gearbox and offers an air-suspension option).

Nevertheless the 45 series has retained the Swift's dash layout -



Instrument panel: clear and well laid out.

► proof that it meets the exacting needs of the competitive light haulage business. Visibility of instruments and switches is excellent - as is forward visibility from the driver's seat. Mirrors are well positioned to avoid blind spots and vibration and offer good nearside visibility for continental driving.

Less satisfactory are the sunblinds. One is difficult to reach and the other impossible without getting out of the seat. When in use there are significant unprotected areas of the one piece windscreens to create anxious moments with a setting sun.

Performance

Although rewarding to drive and faithful in its habits, the Swift lacks pulling power in low revs. A quick down-change is essential to maintain respectable progress on hills, but with third gear limited to 35 mph and fourth to 52 mph, the limitations of the five-speed gearbox become apparent.

A one-in-eight gradient was tackled in 3rd at 20 mph, but a more challenging one-in-six forced a lower cog and retarded progress to 10 mph before revs picked-up.

It is tempting to think of this Cummins-powered coach as anything but swift. However, point-to-point times put lesser vehicles to shame. It has a magnificent steering-lock to get it out of difficult corners and its manoeuvrability is first-class.

Fuel economy was surprisingly unaffected by driving conditions. It remained consistent at just over 14 mpg on each leg of the journey - loaded or unloaded. Economy figures have not been broken-down into outward and return trips because of a pronounced slope at the Doudeville supermarket filling station which threatened to skew the results. However, there is a strong suspicion that mpg responds to average speed with over 16 mpg achievable.

Verdict

The main criteria for this first *Coachmart* cross-Channel road test were set by the needs of the passenger. There were reservations about ride comfort and seat comfort, but only the seats proved significant at the end of the day.

My passengers confirmed that Reeve Burgess has produced a coach they would be more than happy to travel on

again. It coped with the load and the distance with sufficient aplomb to inspire confidence in its ability to meet a need for small-group travel.

If short-distance domestic trips are envisaged, then the seating layout in the York Pullman Harrier is good enough, but to seriously convert customers to coach travel then operators must sit-up and take notice of their needs.

They asked for footrests, more legroom, and more generous seat design.

There is no doubt that this would reduce the seating capacity, but it need not reduce earning capacity if the customers are happy. An added bonus of reduced seating would be reduced road-fund licence - such is the arbitrary nature of the UK tax system.

There is a niche for this size of vehicle and Volvo Bus and Reeve Burgess deserve a fair share of the business because this is a very competent vehicle at an attractive price.

AT A GLANCE

Ride quality:

Quite lively when unladen, but well controlled when loaded. Very good considering ULW and short wheelbase.

Steering:

Predictable handling - though inside lane HGV ruts on motorways cause side-to-side movement because of narrow front track compared to wider rear track.

Braking:

Somewhat 'wooden' compared with other vehicles with power-steering, but not too heavy or unacceptable when loaded.

Noise:

Dated small 45 cm diameter steering wheel is a reminder of British Leyland cars of the 70s. However, it is good to use - particularly with useful tilt adjustment.

Sound measurement:

Needs very firm push, making smooth controlled stop difficult when the coach is empty.

Luggage space:

Handbrake is very handy behind gear-lever on raised left-hand console. Quick release requires a short rearward movement to overcome safety catch.

Security:

Significant wind noise from passenger door and driver's window makes it very difficult to listen to the radio when driving.

Heating:

(at 60 mph without carpet fitted)

Front - 79 Db (A)

Middle - 73 Db (A)

Rear - 74 Db (A)

Ventilation:

Deep (two metres high) yet shallow rear boot takes 32 suitcases with space to spare. Easy to load and unload.

Lighting:

Very good large full-length luggage racks for passengers' hand-luggage.

Handrails and guards:

Two small side lockers provide useful storage for tools, cleaning equipment and other driver's effects.

Overton locks on passenger and emergency door. Locks on boot, side lockers and off-side door use same TD 26 key. Locking fuel cap has separate key and added security is provided by combined ignition/steering lock.

Car-like sliding controls are simple and effective to use, giving a powerful and controllable system for cab and saloon.

Rack mounted forced air vents - two lift-up roof-lights together with rear extractor fan - face level vent and single sliding window for driver.

Interior: Bright individual rack mounted reading lights and fluorescent strip lights cause significant screen reflection.

The main lights, which incorporate green night lights, are fitted along the edge of the luggage racks at standing passengers' eye level.

Exterior: Uneven headlight pattern becomes worst on main beam.

Excellent hand-rail both sides of entrance.

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Weekly report on law and the coach operator by Michael Jewell

Inverclyde case adjourned again for video evidence



THE disciplinary hearing involving Inverclyde Transport, of Greenock, has been adjourned yet again, this time to enable director, Andrew Wilson, to show a video recording of the examination of two of the company's vehicles by DTp vehicle examiners.

The Scottish deputy traffic commissioner, Ramsay Dalgety, QC, is considering taking action against the company's licence together with its application for renewal in respect of 20 vehicles. The hearing was initially adjourned for Mr Wilson to produce evidence to substantiate claims that a DTp vehicle examiner had exaggerated the severity of defects on its buses.

(*Coachmart*, June 13). It was further adjourned for 10 days while the company's accountants produced details of its management accounts for the last 12 months.

(*Coachmart*, July 11).

When the hearing was

continued, Mr Wilson produced a list of defects he claimed had been wrongly categorised by vehicle examiners.

He maintained that oil on an air suspension bag did not constitute a fire hazard.

Director, Andrew Wilson, said his case was that the examiner's judgement was suspect.

And he said that it had been demonstrated when the commissioner visited the company's premises that a handbrake had four securing screws, and not two as indicated by the vehicle examiner at the time of his inspection.

He agreed that his case was that the vehicle examiner's judgement was suspect. He said that he had a video recording made while the vehicle examiners were present, which he maintained

was very important to the company's defence in relation to two vehicles.

Asked why he had not produced it on an earlier occasion when the vehicle examiners were present at the hearing, Mr Wilson said he had only come across it the day before.

Mr Dalgety said that bearing in mind the draconian consequences for the company if he were to hold against it at the end of the day, he would allow the video recording to be shown but when the vehicle examiners were present, so that they could have an opportunity of seeing the recording and commenting on it.

Given the nature of the case, and the fact that it concerned public service vehicles, with the greatest possible reluctance he was going to adjourn the proceedings for seven days for that to be done. He warned that he would not allow any further last minute evidence to be introduced on that occasion.

Producing draft accounts

for the four months ending April, Mr Wilson agreed that there were no figures for the eight months up to December. He said: 'That is more complicated. It is a bit mixed up and messy due to the changeover.'

Deputy traffic commissioner, Ramsay Dalgety, adjourned the case with the greatest possible reluctance.

Mr Wilson said the figures produced were inaccurate in that they did not take account of accruals in relation to concessionary fares - assessed at 80 percent - which he did not know of at the time he passed the information to the company's accountants.

Mr Dalgety said that if the accountants wished to revise the figures before the next hearing, that was up to them. Otherwise the accounts produced would stand.



IN renewing the licence held by Redfern Coaches (Mansfield) for a two-year

probationary period, the Eastern traffic commissioner, Brigadier Compton Boyd, said it appeared that the company 'may be coming out of the wood.'

In May, Brigadier Boyd cut the licence authorisation from 19 to 13 vehicles because of continuing maintenance problems (*Coachmart*, May 23). The company's application to renew the licence in respect of 14 vehicles was considered at a Cambridge public inquiry at which the commissioner sat with DTp financial assessor, Guy McGregor.

After hearing financial evidence in private, at

Redfern wins licence for two-year period

Redfern's request, Brigadier Boyd said he was satisfied that the company was of appropriate financial standing. He would not refuse to renew the licence on financial grounds, but he might restrict it to two years. As far as maintenance was concerned, on the last occasion the evidence was that Redfern had been reminded of its responsibilities over a two-year period and he had felt enough was enough. It had been admitted the company had let things slip and he had indicated the result of the next fleet inspection would be significant.

DTp vehicle examiner, Gerald Richardson, said he had visited the company's Mansfield premises at three days' notice. One vehicle he had asked to see had gone out on a school contract before his arrival and it returned with an immediate prohibition notice for two defects. He examined a further six vehicles. Two had no apparent defects, three had minor defects which were rectified immediately and one was given a defect notice for four items.

The facilities were clean and tidy. The pits had been repainted and new lights installed. A contract had been

entered into with the Freight Transport Association to inspect each vehicle once a year. However, a new driver defect reporting system was not totally satisfactory as there was no nil defect reporting provision. The inspection records were now of a satisfactory type. The ratio of fitters to vehicles appeared to be satisfactory and there were adequate tools and equipment.

Questioned by Barry Prior, for the company, Mr Richardson said the maintenance arrangements appeared satisfactory at the moment. When he visited Redfern the other day it was in the process of changing the driver defect reporting system. Management had been lacking in the past and managing director, Alfred Chambers, was currently ►

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Weekly report on law and the coach operator by Michael Jewell

involved in the workshop. However, that was not a long-term solution as there were other aspects of the business he had to pay attention to.

He agreed a defective engine stop lever listed on the immediate prohibition was a design fault, saying that Mr Chambers had said he would modify the part concerned.

Mr Chambers said his son, Christopher, who was in charge of the workshops, had been suspended.

Mr Chambers said he had acquired the company in 1973. Until the end of last year Redfern had also had workshops at Chesterfield. That proved to be uneconomic and it closed the Chesterfield workshops.

His son, Christopher, was in charge of the workshops until the last public inquiry, said Mr Chambers. It had been a considerable shock to find the deterioration in the

condition of the vehicles and the paperwork which had taken place.

Despite going on a DTp Vehicle Inspectorate course at Bristol, his son's attitude had not improved. He still thought he knew more than the vehicle examiners. As a result, his son had been suspended and would not be returning as workshop manager. If his attitude changed, there were other functions in the group which his son could undertake. Nigel Holloway, who had run the Chesterfield depot, had been brought in as workshop manager.

Mr Chambers said the fleet had been reduced from 20 to 15 vehicles, by disposing of five of the nine double-deckers in the fleet. It was the double-deckers used on contract that had tended to attract prohibition notices.

Part of the reason it had delayed investing in the facilities was that the local council had designated the whole area for low cost housing. However, it had spent about £500 on improving the pits and more

work needed to be done.

With the assistance of Derbyshire County Council, it had identified a new site if redevelopment did take place. He had established the new system together with Mr Holloway. Though he accepted he could not run the workshops full-time himself, he would continue to regularly monitor the system.

The immediate prohibition showed there were still chinks in the company's armour.

Mr Chambers said: 'The past few months have been an eye opener.'

Asked whether he meant how far things had sunk, he replied: 'Quality really. We have addressed the problem and put it right.'

In relation to the defective emergency door buzzer switch on the prohibition notice, Mr Chambers said that the driver had returned from France two weeks previously

without reporting the defect.

Questioned by Brigadier Boyd, Mr Holloway said he understood that he was the key man.

Mr Prior asked that the company be granted a full five-year licence, to give it the continuity to plan for the future.

Brigadier Boyd said it was clear that Mr Chambers had taken a long hard look at the business and recognised that there were problems.

It was not before time, and perhaps the last public inquiry had concentrated his mind.

Steps had been taken to concentrate resources and in effect the company had 'pulled itself up by the bootlaces.'

However, the immediate prohibition less than two months after the last public inquiry showed there were still chinks in the armour.

It showed a lack of a proper defect reporting system and control over drivers. For that reason, he was restricting the licence to a two-year period as a probationary measure.

Company told warnings must be heeded



RENEWING the five-vehicle licence held by Heanor, Derbyshire-based Cyril, Roy and Ivy Saxton, trading as Saxtons Coaches, for 12 months only, the North Western traffic commissioner, Martin Albu, has made it plain that warnings given by commissioners must be heeded.

Last May the vehicle authorisation on the licence was cut from six to five by Eastern traffic commissioner, Brigadier Compton Boyd, who only renewed it for a probationary period of 12 months in view of the firm's maintenance history (*Coachmart*, May 31, 1990).

DTp vehicle examiner, Peter Biggs, said that of three vehicles examined during a maintenance check in April, two received delayed prohibition notices. The

defects were of a long-standing nature and were not shown on the inspection sheets, which did not seem to refer to the true state of the vehicles. He had doubts about the quality of the inspections being carried out. The maintenance facilities had been tidied-up and with only four vehicles being operated they were excellent.

Two vehicles examined during a recent visit in June both received defect notices. Improvements had been made but there was room for still further improvement.

Questioned by Ian Rothera, for the firm, Mr Biggs said the situation had improved since May 1990. The vehicles were kept very clean on the outside and appeared to be well looked after. 'It is only when you get down to the nitty gritty that problems arise,' he said. 'Inspections were taking place at regular intervals,

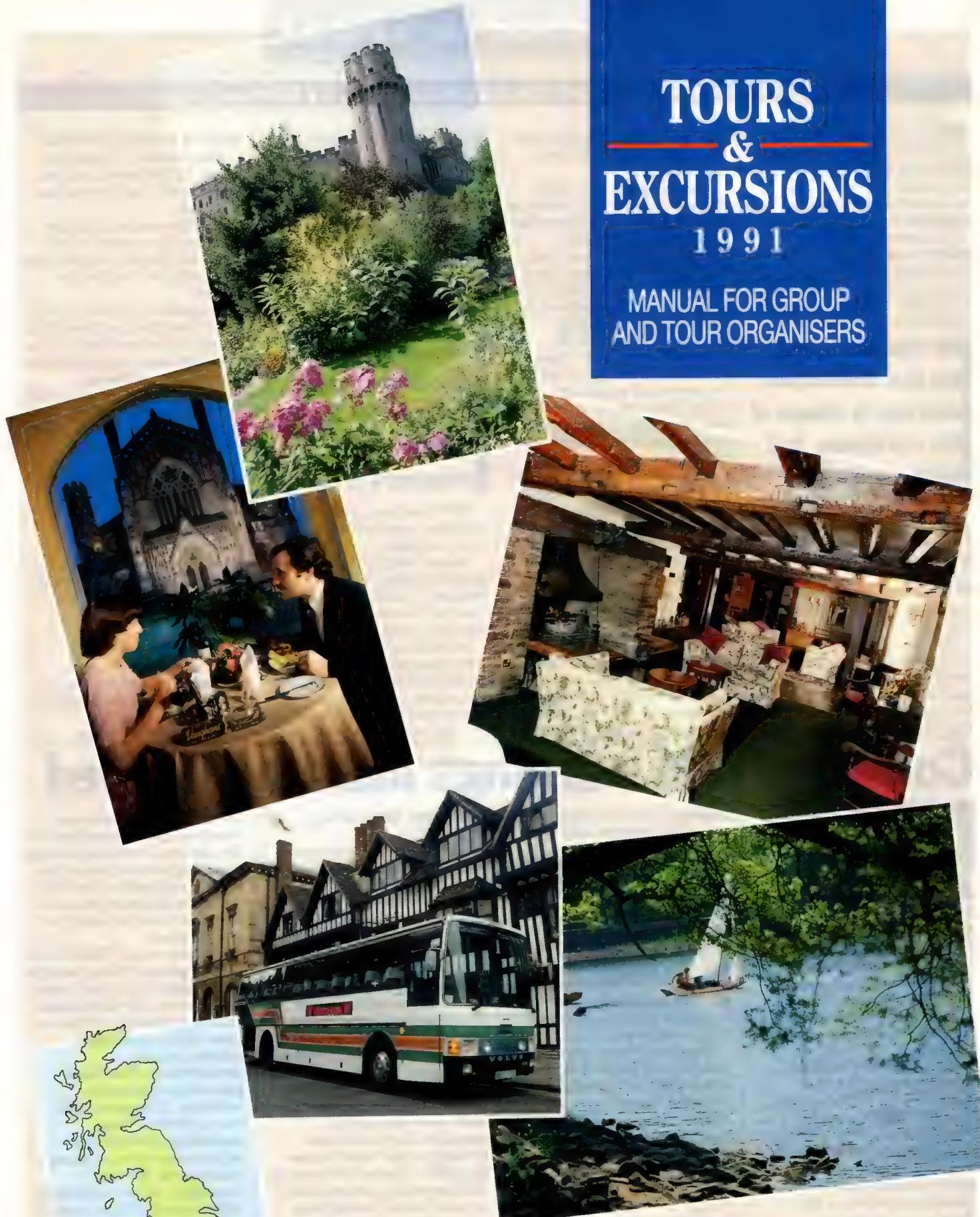
but items were being missed.'

Agreeing the Saxtons were fully co-operative, Mr Biggs said they listened to advice but did not always implement it.

Mr Rothera said the partners had now entered a contract with the Freight Transport Association to have the vehicles inspected every two months. On the last occasion the firm realised there had been a failure to manage the maintenance of the vehicles properly and over the last 12 months they had been trying to get their house in order. There was now a 100 percent pass rate for annual tests, which was an improvement on the previous situation. When the partners were notified of the present public inquiry they decided to join the FTA. Advice had been received from the FTA about improvements to the wall charts and about record keeping. If

the firm's maintenance was not up to standard in the future it would receive warning letters from the FTA. Eventually the FTA would withdraw from the contract and inform the traffic area.

Rothera said: 'This is an old respected firm, held in high regard by their own customers.' Mr Albu said that regrettably within a year of the previous public inquiry prohibitions had been placed on the firm's vehicles. However, this was a firm of long-standing providing a reliable service to many customers. He was reluctant to put someone off the road if they could put their house back in order. He warned that though the FTA had been brought in, it did not take the responsibility away from Saxtons Coaches. The responsibility for seeing vehicles were in a fit and serviceable condition was their's.



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Heart beats a path to groups

Stratford Upon Avon draws foreign tourists to the centre of the country like a magnet. But there's much, much more to attract tourist to the area and justify its 'Heart Of England' tag. Coachmart takes in the sights... and asks what a top coach operator would choose.

TWO trade workshops being organised for next year reflect the Heart of England Tourist Board's commitment to attracting UK business as well as the foreign visitors.

This year's Outings Workshop at Coventry's Motor Museum carefully targeted group organisers - everyone from coach operators to teachers - and managed to draw more than a thousand of them.

With 60 exhibitors, the show demonstrated the wealth of tourism attractions available without undermining Stratford's status. The good news is that more than 100 exhibitors are expected at the Heart of England's Trentham Gardens workshop, covering only the north of the region.

The tourist area itself is good coaching country. The central 'hub' of Birmingham has more motorway miles than any other city outside of London. From Birmingham, it is possible to set out an a

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motorway to any part of England... and vice versa.

In fact, within two and a half hours you can reach Birmingham from almost any border of England, putting it well within the 'day excursion' category no matter what your clients' home base. It's a sales message travel trade manager Willy Campbell is keen to get across to both the tourists and the coach operator.

'New this year and creating a good deal of interest is a manual called 'Decidedly Different,' said Mr Campbell. 'This publication highlights itineraries and particularly themed ones. Fine china, glass, jewellery, tea and gardens... this publication offers a comprehensive selection of group attractions,' he says.

There's a great deal more literature available, too. The annual group organiser manual, Tours and Excursions, is the standard volume, giving not only details of attractions, but

hotels, courier services, university and college accommodation, activity holidays, suggested itineraries, mealstops... indeed almost every facet of touring in the area.

The manual is laid out in at-a-glance tables, which are particularly useful in the hotel and attractions sections. Coach parking spaces are quantified, for example, and the tourist board has given group rates as a comparison against individual rates.

There's nothing to beat a face-to-face with the attraction's promoters, and

operators will get the opportunity either at Trentham Gardens or at Gloucester Docks with the tourist board's extended workshops. News of these workshops will be mailed to operators and will be included in this section of Coachmart as the dates become available.

Copies of Tours and Excursions 1991 and Decidedly Different are available from Willy Campbell, The Heart of England Tourist Board, Woodside, Larkhill Road, Worcester WR5 2EF, Tel: 0905 763436, Fax: 0905

Potteries polls top votes

THE Potteries of Stoke-on-Trent got the thumbs up from 97 percent of tourists in a survey.

The straw poll compiled in 1990 revealed that only 3 percent of visitors would not recommend the area to their friends, and 65 percent thought the area was good or excellent. Almost half said they'd return within the year.

Most popular attractions were Alton Towers and the Wedgwood Visitor Centre, but more than half visited the Potteries Shopping Centre.



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Unit 3, The Factory Shop, Potteries Shopping Centre,
Hanley, Stoke-on-Trent. Tel: (0782) 204108
9 am - 5.30 pm Mon - Sat

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Cars galore at Coventry

ONE of Britain's top museums, the Coventry Museum of British Road Transport, offers a potted history of all the big names which settled in the West Midlands.

Jaguar, Triumph, Hillman, Humber, Riley and Alvis were part of a thriving Coventry car industry which exported cars throughout the world. Some still continue, but memories of the boom time for Buy British are housed under this one roof.

Altogether, 150 cars, 75 motorcycles and 200 bicycles help for a picture of Coventry's contribution to the evolution of personal transport. The first exhibit - a replica street complete with vehicles - evokes the spirit of British motoring.

Royalty fans and incoming

groups are not forgotten. The Daimler limousine used by Queen Mary and the King George VI State Landauette are on display with other vehicles used by the Royal Family.

Thrust 2 - the holder of the land speed record - never leaves the museum but the visitors can take a trip with it on the 633 mph run which gave it a place in history, thanks to a 20-minute audio visual display.

Entry to the museum - which should take about 90 minutes to tour - is £1.50 adults, 75p concessionary, for groups of 30 or more.

Details are from Chris Boyce at the Museum of British Road Transport, St Agnes Lane, Hales Street, Coventry, Warks CV1 1PN, Tel: 0203 832425.



Walsall to stage Leather Festival next month

VISITORS can don a pinny and try tooling leather themselves during the Walsall Leather Festival, on August 17 to 25.

The West Midlands town has long been the centre of the leather industry, producing everything from ceremonial horse tack to shoes. Now it also has the Walsall Leather Centre Museum, organisers of the week-long festival which brings together the various parts of its ancient industry.

Bargain-hunting visitors will get a look in, too, with a factory seconds sale during the festival.

Details of the festival are from Alison Maxim, Walsall Leisure Services, PO Box 4, Civic Centre, Darwall Street, Walsall WS1 1TZ, Tel: 0922 653141, Fax: 0922 720885.

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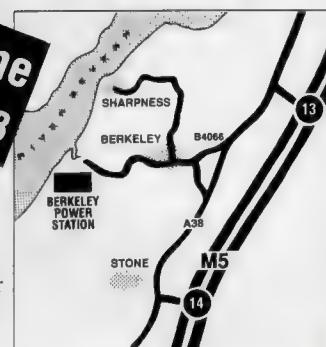
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More information from

Ironbridge Gorge Museum Trust,
Ironbridge, Telford. (Tel: (095243) 2166).
Wrekin Council, Malinslee House, Telford.
(Tel: (0952) 202414)

Potteries popular with incoming and UK groups

DESPITE having been around for a few hundred years, the sparkle has never gone out of the Potteries.

Wedgwood, Royal Doulton, Aynsley... the list of the big names in ceramics in and around Staffordshire reads like a Who's Who of the industry, with internationally recognisable names.

As with many factory exhibitions, the entry to most of these potteries is just a small fee. The expectation of sales in the factory shop is one of the reasons; indeed, pottery shops are sometimes the main event.

Wedgwood, for example, has a prize-winning museum and art galleries, cinema, demonstration area and eating facilities all set in its 500-acre estate. Entry for

groups is £1.25 per adult, 85p concessionary, with a visit lasting up to two hours. It can park 20 or so coaches but has, in effect, unlimited capacity.

Some of the other potteries have more limitations. Royal Doulton must be pre-booked because of its relatively small size. Its £1.50 tour is strictly 50 at a time, and coach parking is limited.

There are too many pottery-based exhibitions to list here, but full information is supplied by the tourist information centre.

Full details are from the Tourist Information Centre, The Potteries

Information Centre,
Quadrant Road, Hanley,
Stoke-on-Trent ST1 1RZ,
Tel: 0782 284600, or Tourist

Information Centre at 1
Glebe Street, Stoke on
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Drayton Manor has 'pay as you go' policy

DRAYTON Manor Park cannot only lay claim to be among the oldest leisure parks in the UK, it's also among the most unusual.

The park, near Tamworth, is one of the few which is still a family-owned concern and claims to offer one of the fairest pricing systems for family groups.

Entry to Drayton Manor is a nominal sum which allows the visitor to walk around the beautiful parkland, picnic or wander through the small zoo and garden centre... all ideal for older visitors.

Next step up is a token purchase scheme perfect for smaller children who will not want to travel on 'white knuckle rides.'

Tickets bought for 40p a

time can be exchanged for rides, allowing the cost to be kept down.

Finally, there's a wristband for older children and teenagers, which allows them to use the rides all day for £5.50. It's a system which director Richard Pawley says has been a winning family formula for decades.

The variety of rides and attractions - around 45 - is being added to year on year.

The Pirate Adventure ride, new in 1990, has been immensely popular with smaller children not least because a constant stream of fresh 'boats' arriving to collect passengers ensures the queues keep moving.

It's a philosophy which Drayton Manor is keen to

continue as it acquires new rides - the sole expenditure from its net profit.

Coachmart visited the park and was impressed by its general layout and friendly atmosphere.

The courteous staff - some of whom have worked here for 30 years or more - were smart and helpful.

Coach parking is extensive but Mr Pawley admitted it is in need of surface improvements, planned for next year. Coach drivers are provided with meals and a place to rest.

The principle of charging only for rides used proved a more economical method for *Coachmart*'s family group of three adults and two children.

This is definitely a feature which should be marketed to traditional coach groups.

The roller coasters and other fast rides were as you would expect, though one of the fastest was closed due to heavy rain.

The Pirate Adventure was very impressive and the cable chair sky ride an unusual feature.

The small zoo was excellent, spacious (for both visitors and animals) and housed exhibits specifically targeted at children. The garden centre was equally good, with unusual plants.

Details are from
Drayton Manor Park, Nr
Tamworth, Staffs B78 3TW,
Tel: 0827 287979.

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Cadbury World is praised

CADBURY World may have had its critics among coach operators but has been a hit with many groups, says director James Allen.

Mr Allen reacted to recent press reports by producing complimentary letters from at least six groups who had gone to the Birmingham attraction in a single week of June.

'Everyone was so helpful and friendly,' said one church group organiser. 'Altogether a splendid visit and one which we shall remember with much pleasure,' said another organiser.

Mr Allen said that well-briefed groups, who knew exactly what to expect, did not suffer disappointment. He restated his view that operators had a part to play in informing clients of the nature of the tour.

Coachmart's visit was incognito with a coach group. The entrance to Cadbury World takes the visitor



Cadbury World: Letters of praise from six groups in one week.

through an explanation of how chocolate was discovered and used by the Aztec people... including a taste of the spiced drink which they made from the beans.

The section dealing with the history of Cadburys - built as a factory community - was dealt with in several ways, including an audio

visual 'cinema' style show lasting ten minutes or so.

The factory visit took the guide-led crowd past small-scale chocolate making, laid on for the benefit of the public. According to Mr Allen, the real factory is visually boring, being heavily automated and sealed for hygiene purposes. There were

chances to taste chocolate in various states of manufacture.

The factory shop offered a wide range of Cadbury products at retail prices, and the restaurant food was reasonably priced. A roast dinner was around £5.

The Cadbury World full tour could include the Bournville village built for factory workers,

and the small museum - mostly machinery and Cadbury memorabilia.

Full details are from Cadbury World, PO Box 12, Bournville, Birmingham B30 2LU, Tel: 021 433 4334. Fax: 021 458 2660.

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OPENING TIMES
Mon-Sat 10a.m. to 5.30p.m.
Sunday 12 noon to 6.00p.m.

Last admission
1½ hours before closing

1991 ADMISSION PRICES:
Group Rates

Adult £3.60 Child £2.75

Cadbury World is just four miles south west of Birmingham City Centre, off the A38 Bristol Road. Easy access from M5, signposted from J2 and J4.

PLEASE NOTE
THIS IS NOT A FACTORY TOUR. FOR FURTHER DETAILS AND BOOKINGS RING 021 459 9116.



We're spoilt for choice, says Heart of England operator

HENLEY in Arden operator John Johnson admits the sheer number of useful coaching venues sometimes have him confused.

Despite his intimate knowledge of the area and his involvement with the tourist board, Mr Johnson was hard put to pick out the top venues. He handles every kind of group from Americans to English schoolchildren and says choice depends on many factors.

'One of the most popular itineraries for incoming groups includes lunch and a tour of the Cotswolds plus a few hours in Stratford,' he told *Coachmart*.

But the list of places he uses includes Warwick Castle, Kenilworth Castle, the Patrick Collection of Cars, Cadbury World, the Black Country Museum,

Ironbridge Gorge, the Severn Valley, Alton Towers, Drayton Manor, the West Midlands Safari Park... a huge variety of venues each with their own special appeal.

Mr Johnson said the strengths of each attraction are unique. The Cotswolds, for instance, was ideal for incoming groups because of its 'Olde Englande' appeal, and made the perfect place for sightseeing aboard the coach - especially on a rainy day - and a fine area for a mealstop.

He has used Worcester for lunches, teas and dinners, as well... with clients travelling down the Severn on river boats taking in the sights simultaneously.

Ironbridge is a place which takes a full day to see properly, having several museums packed into a

relatively small area.

'Birmingham has done a lot to attract groups. It has had a "grubby city" image but has been working hard to change that,' he said.

'The theatres - the Alex and the Hippodrome - are now putting on some good shows, though I still think that all theatres need to make a better provision for unsold tickets so that operators can organise and sell theatre trips.'

'As things stand, we're stuck with taking private hire bookings from established groups where there is little financial risk.'

But Mr Johnson's pick of the bunch is Warwick Castle, which he says is set up well for coach visits, can absorb vast numbers of visitors of all ages and nationalities, and is a full four-hour excursion.

M40 boosts power of top UK castle venue

THE opening of the M40 extension just two miles from Warwick Castle is predicted to boost visitor number still higher than the 688,000 who went through the gates last year.

Group business has been one of the castle's strengths and now there are special, exclusive guided tours for parties of ten or more.

The three tours - the Castle, the Garden and a combined tour - can be combined with a private tea or lunch to give clients the 'looked after' feeling and give a personal touch.

The castle itself is one of the most complete in the UK, and is constantly upgrading its facilities so that it can encourage repeat visits. Work on a mediaeval water mill is to be complete by the end of the summer so that it will once again turn. There is a new fast-food kiosk on the river, and group Christmas lunches - which last year sold out - will again be available at Undercroft.

Within the castle walls, the exhibits are also being changed every year. New this year is a painting of Sir Fulke Greville - allegedly the ghost of the castle - on loan from Lord Willoughby de Brooke.

Entry to Warwick Castle is £4.25 for adults, £2.75 for children and £3.40 for OAPs. Extensive coach parking is available.

Full details are available from Sarah Montgomery, Warwick Castle, Warwick, CV34 4QU, Tel: 0926 495421.



Warwick Castle rates among the top paid-for heritage attractions in the country, and aims to stay that way with upgrading and adding to its facilities.

The latest news from the top coach attractions ... every week in Coach Tours and Excursions

HEART OF ENGLAND

GLoucestershire

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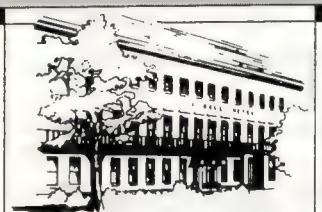
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(18133/HO)

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(20149/CWL)



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(15821/HO)

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(19703/HO)

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(20512/CWL)

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(20224/CWL)



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(19952/CWL)



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0242 233533
(20147/DAF)

1984 BEDFORD YNT DUPLE LASER, 53 seater, radio PA cassette. Limiter fitted, MoT April 1992, power door, new clutch and fuel pump. £24,000 + VAT. Nicoll's Coaches tel. 056 17 262 (Scotland).

(20108/BE)

1975 BEDFORD Duple Dominant, 53 seater, power door, PA system, retarder, surplus to requirements. For quick sale. £2,500 + VAT. Tel. 0296 415468. (20322/BE)

BEDFORD PJK, 29 seater, MoT November 1991, well maintained sheets available, in use every day, surplus to requirements, good value at £2,500 + VAT. Tel. 0290 21900. (20482/BE)

DAF

1987 D DHTD PLAXTON 3200. 55 E seats, power door, stereo/PA, very nice condition. £39,500 + VAT. Tel. 0296 613831. (20496/DAF)

PLAXTON SUPREME MB200, 57 seats, T&T (92), retrimmed seats, respray, sale or part exchange for Decker Neoplan or similar. Tel. 081 883 0160. Fax 081 883 3913, Steve or Peter. (20335/DAF)



DAF SB 2300 TURBO INTERCOOLISS JONCKHEERE PS99 1984

Tested 1yr 51R + Courier. Carpet, curtains, radio, PA, TV, coffee machine, toilet, phone, etc. Recon engine, new clutch, brakes and more. Very good tyres, very good worker.

£38,850 + VAT –

Part Exchange Considered
0786 814319
(20520/DAF)

0733 898111**CLASSIFIED
MARKETPLACE****0733 898111****DAF****1986 DAF PANORAMIC**

49 recliners, c/seat, toilet, drinks machine, fridge, 2 TVs, video, radio/PA/cassette, d/bunk, Telma, A1 condition, MoT Sept, taxed '91.

£48,000

Tel. 0268 540071 (Essex)
(20540/DAF)

**1982
DAF PLAXTON
MB200**

51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.

£22,000 + VAT

Tel: 0279 435890
(20523/DAF)

FORD**1978 FORD PLAXTON**

53 seater, red/white, with red retrimmed seats, MoT Oct '91, immaculate.

£4,500 + VAT**1978 FORD DOMINANT**

45 seater, all white with beige trim, MoT March '92.

First to see will buy**£3,500 + VAT**

Tel. (0785) 284666
(20304/FO)

FORD

**1950
FORDSON THAMES COACH**

29 seat light alloy body by Scottish Aviation of Prestwick. Recently repainted and repainted, suspension and brake overhaul. Original interior in good order, rare vehicle, sold with spares.

£7,500

Tel. 031 346 1455 (eves)
(20452/FO)

1978 FORD PLAXTON. 53 seater, Bristol Dome, power door, MoT April 1992

£4,250 ono

1975 FORD PLAXTON. 53 seater, power door, MoT June 1992

£2,000 ono**BRITANNIA TRAVEL****0952 612602**

(20488/FO)

**VARIOUS
FORD COACHES**

1973 DUPLE. 53 seats, test May '92

£2,000

1977 DUPLE. 53 seats, test June '92

£4,000

1978 DUPLE. 53 seats, test May '92

£5,500

1979 DUPLE. 53 seats (choice of 2), test April '92

£6,250 each**All with power door.****All subject to VAT**

**Tel. 0785 211433
(Stafford)**

(20285/FO)

FORD PLAXTON. 1977, 53 seater, tested December 1991, taxed, very reliable, seats retrimmed, power door. **£3,500 + VAT** or part exchange for Minicoach. Tel. 091 414 1378 (Tyneside).

(20546/FO)

LEYLAND

**CHOICE OF
LEYLAND COACHES**

1974 PLAXTON. 53 seats, test Nov '91, recent engine, g/box, axle

£4,500

1977 PLAXTON MK IV. 53 seats, express, test April '92

£7,000

1978 DUPLE. 53 seats, test Dec '91

£8,500

*All with power door.
Power steering. Semi Auto*

All subject to VAT

**Tel. (0785) 211433
(Stafford)**

(20286/LE)

**1982
DAF PLAXTON
MB200**

51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.

£22,000 + VAT

Tel: 0279 435890
(20523/DAF)

FORD**1978 FORD PLAXTON**

53 seater, red/white, with red retrimmed seats, MoT Oct '91, immaculate.

£4,500 + VAT**1978 FORD DOMINANT**

45 seater, all white with beige trim, MoT March '92.

First to see will buy**£3,500 + VAT**

Tel. (0785) 284666
(20304/FO)

LEYLAND

**1989 LEYLAND
LINX**

New MoT, 49 seats, P/X considered.

£57,000

**Tel. (0223)
870220**

(20529/LE)

LEYLAND LEOPARDS from 1972-82, semi autos, various bodies, from £3,950 + VAT. All in current use. **LEYLAND NATIONALS.** 1974-78, all in current use, from £3,950 + VAT. For full details call Jim on 0827 898111.

1982 LEYLAND CUB DUPLE DOMINANT. 31 seater service bus, 7ft 6in wide, low mileage, new test. £7,250 + VAT. Tel. 069887 242 days or 289/264 eves and weekends.

(20480/LEY)

1982 LEYLAND TIGER PLAXTON. 57 seats, semi auto, MoT April 1992, excellent. £21,000. **1980 LEYLAND LEOPARD PLAXTON EXPRESS.** 53 seats, semi auto, MoT March 1992, excellent. £12,000. Tel. Cottrells Coaches on 0594 542224.

(20506/LE)

MERCEDES

**1987
MERCEDES 811D**

25 seater, double glazed, Purmo heating and Eberspacher, radio, PA system. Ticket to June 1992.

£19,000 ono + VAT

(South West Scotland)

0556 68250

(20128/ME)

1989

**MERCEDES
609D**

Reeves conversion, 24 coach seats, boot, power door, plain white, excellent condition.

£20,000 + VAT

Tel: 0636 708193

(20481/MER)

AUG '87 21 SEAT 609 D. tested until June '92, large boot, excellent condition

£15,800

OCT '88 21 SEAT 609 D. tested until Oct '91, large boot, excellent condition

£17,750

APRIL '83 53 SEAT 0303. tested until Nov '91, new engine and clutch fitted

POA

Telephone: Stourport
(0299) 827277

(20536/MER)

MERCEDES**EXECUTIVE MERCEDES 811D**

August '88, 24-30 seats. Tables with lamps, toilet/washroom, bar, water boiler, forced air/reading lights. TV/video, PA system, telephone, radio/cassette, power door, large boot, full maintenance history. Available 31.7.91.

£29,500 ono**Tel. (0494) 816159**

(20238/ME)

NEOPLAN

1984 JETLINER - Merc engine, 49 recliners, full exec, £31,000. Contact Dave, **061-480 0617.**

(20499/NE)

CITYLINER. Aug '83, private plate, Mercedes V8, 51/53 recliners, full executive, MoT May '92, colour white with yellow, blue and red stripes, vgc. £42,000 + VAT. Tel. 051 724 5727.

(20516/NE)

DOUBLE DECKERS**1985 METRO LINER**

71 seater. 3 TV's/Video tables on lower deck, toilet, drinks machine, engine reconditioned. New MoT.

£28,000 + VAT

FOR QUICK SALE.

P/X considered

TEL. 071 935 4091

(20530/DD)

SCANIA

1988 K112 - VAN HOOL SUPER HIGH. 49 recliners, full exec, £71,000. Contact Dave, **061-480 0617.**

(20500/SC)

0733 898111**CLASSIFIED
MARKETPLACE****0733 898111****VAN HOOL****SCOTLAND****SALES · SERVICE · SPARES
MOSELEY DISTRIBUTORS LTD**

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24 HOUR, 7 DAYS-A-WEEK EMERGENCY GLASS
REPLACEMENT SERVICE - AFTER HOURS CONTACT
(0324) 814192 OR (0236) 83494

(18547/VH)

VINTAGE VEHICLES**1937 BEDFORD DUPLE**

Extensively rebuilt and CIF in 1987. Superb condition, used for special outings/weddings etc until recent sale of family coach business. Featured in 'Nostalgia Corner' 25/4/91.

£20,000 ono

Tel. (0300) 20404 (20534/VV)

VOLKSWAGEN**1987
VW TURBO
OPTARE**

25 seats, very good condition.

£9,750 + VAT

Tel. 071 935 4091
(20532/VW)**VOLVO****1990
B9M VAN HOOL
ALIZEE H**36 recliners, plus courier seat, wired for TV/video, rear floor mounted toilet and servery/coffee machine, Blaupunkt PA/radio/cassette, low mileage.
£78,500 + VAT
Tel. 0294 605454
(20493/VO)

1981 B58 PLAXTON VIEWMASTER, 50 recliners, £17,000. Contact Dave, 061-480 0617. (20498/VO)

VOLVO**FINANCE HOUSE REPOSSESSIONS****1987 DAF MB2300**Algarve,
49 seater + toilet.
Lease for £1225 per month**1983 TIGER 245**Plaxton Paramount
3200 Express, 53 seater.
Lease for £660 per monthBoth vehicles are in excellent condition
and have new MoTs.Tel. (0332) 290620
(20306/VO)**THE ULTIMATE TOURER - VOLVO B10M
VAN HOOL ALIZEE H**

315,000ks only, Tempo 100 speed limiter ACL Telma, Sutrik Webasto, 46 plus courier reclining seats, new custom built servery and toilet, fridge boiler, solar double glazing, non smoker from new, tour work only, immaculate throughout, new test. Don't miss out on this one - plate not included

£46,500 + VAT

Tel. 021 559 7506
(20545/VO)**D REG VOLVO B10M GL**6 speed ZF auto Dominant service bus, 53 seats, 23 standees plus pram pen. New MoT. Choice of three.
£57,000 + VATAll these vehicles are owned from new, are well maintained and in daily use.
Please contact Hutchison's coaches, Overtown, Wishaw. Tel. (0698) 372132
(20471/VO)**VOLVO****1980 VOLVO
PLAXTON IV**53 seats, retrimmed, power door, radio and PA system.
Ticket to May 1992.

£16,500 ono + VAT

(South West Scotland)

0556 68250

(20129/VO)

1984 VAN HOOL VOLVO, low driver, TV/video, coffee machine, fridge, bunk, double glazed, Webasto, air conditioning, window blinds, test March '92.

1987 VAN HOOL VOLVO, super high, TV/video, coffee machine, fridge, bunk, curtains, test Jan '92.

Tel. 091 3780653

(20489/VO)

**1987
B10M PLAXTON 3500**

49/53 recliners, plus courier seat, wired for TV/video, centre sunken demountable toilet, PA/radio/cassette.

£60,500 + VAT

Tel. 0294 505454

(20494/VO)

**1989
B10M PLAXTON 3500**

49/53 recliners, plus courier seat, wired for TV/video, centre sunken demountable toilet, PA/radio/cassette.

£75,000 + VAT

Tel: 0294 605454

(20495/VO)

MINIBUSES**WESTERN
COMMERCIAL****NEW STOCK**

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

709 MERCEDES ALEXANDER, 25 seats, bus spec, electric door, standees, stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 408, 15 seats, luxury.

1987 MERCEDES 609, 21 seats.

1986 CAETANO, 19 seater.

1986 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608, 21 seats. New MoT.

1982 MERCEDES, 19 seats. New MoT.

STAGE CARRIAGE DUAL PURPOSE

1988 811 MERCEDES ALEXANDER, 33 + standees. New MoT.

1986 FORD TRANSIT, 16 + standees.

1987 FORD TRANSIT, 16 seater, electric door.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON 031-333 2001
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

0733 898111

CLASSIFIED
MARKETPLACE

0733 898111

MINIBUSES

1987 D Reg

FORD TRANSIT

15 seats, petrol Minibus, PSV spec, excellent condition throughout, all new tyres.

£6,000 ono + VAT

Tel. 0842 811256
(20120/MB)

1988

**RENAULT MASTER
EXECUTIVE MINIBUS**

13 seats plus courier seat, air door, coffee machine, TV, underfloor luggage.

£12,500 + VAT

Tel: 0223 870220
(20524/MB)

RENAULT DODGE, 25 seater coach, 1983, power door, Reeve Burgess conversion, boot and luggage racks, coach seats, tinted windows, full test. £7,750 ono. Tel. Durham 0207 235079.
(20451/MB)

C REG Transit, PSV'd, 14 seater, SLD, petrol, taxed, tested Nov '91. £3,800 + VAT. Also 2 x Ratcliffe tail lift. Offers. Tel. 061 620 8008.
(20292/MB)

NEW TOYOTA OPTIMO II



1985 (B) PLAY 'ARAMOUNT
35 seat, very good condition.
£31,000



1988 (E) TOYOTA OPTIMO GL
18 seats, video, coffee maker, coolbox. £26,500



1983 (A) MERCEDES BENZ 207D
12 seats, new MoT, repainted to your livery. £4,500

WEST DURHAM
COACH SALES LTD
0388 811848

1986 (C) LEYLAND OPTARE
33 seat service bus, auto gearbox.
£13,500

Carlyle

BUS CENTRE

★ SELECTED NEW & USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED
MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT, 16 seat, from £4,750	1987 'D' SHERPA, 20 seat, from £5,950
1986/7 'D' SHERPA, 16 seat, from £4,250	1989 'G' SHERPA MK II, 20 seat, from £16,500

49/10 IVECO. 21 seats plus 3 standees.
1987 'D' PSV. January 92 £7,950

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
CONTACT ANDY GREENWAY FOR FULL DETAILS AND THIS WEEKS STOCK LIST

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.
Carlyle Bus Centre is a Licensed Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.

Fax: 021-454 5356.

(15965/MB)

IVECO DAILY, 12 seat minibus. Coach spec. Reclining seats, roof vent, additional heater, PSV tested till 30th April '92. Also Ford Transit 12 seat minibus, MoT 29th Nov '91, £3,500 + VAT for both or will separate. Phone 0703 663625 (Southampton). (20535/MB)

X REG Transit, PSV, high back, moquette seats, petrol, taxed, tested '92, good condition. £2,200 ono + VAT. Y REG Bedford, diesel, 12 seat, PSV spec, taxed, tested. £950 + VAT. Tel. 061 620 8008. (20291/MB)

1982 X REG MERCEDES 308, petrol, 12 high back seats, high roof, curtains, luggage racks, radio/cassette, good condition for year, MoT March 1992. £2,800 + VAT. Tel. 0908 510382. (20543/MB)



1984 (A) FORD TRANSIT
8 seats, sunroof, bargain price of £2,600



1988 (E) TOYOTA OPTIMO GL
21 seats, radio cassette, excellent value. £24,000



1985 (C) MERCEDES BENZ 608D
21 seater, Reeve Burgess conversion. £13,500

QUALITY USED VEHICLES

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the manufacturers, the quality PSV and Welfare converters

Mercedes 609D , 19 seat coach	£26,695
Mercedes 609D , 24 seat coach	£27,095
Mercedes 609D , 26 seat coach	£27,295
Mercedes 609D , 24 seat + standard service bus	£28,995
Mercedes 410D , 15/16 seat minibus	£21,100
Mercedes 814D , Midi executive coach to - various specifications	POA

1987 E reg **Mercede** **SOLD** linder, 29 seat coach
 1988 E reg **Mercede** linder, 29 seat coach
 1988 E reg **Freight Rover 300**, 16 seat minibus

Prices do not include VAT

Finance arranged subject to status
 Conversions on Renault, Ford, Talbot Express and Freight Rover vehicles

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(20492/MB)



F695 AWW
OPTARE STARRIDER – MERCEDES 811D

33 semi high back seats plus 8 standees. Carpeted walls and roof - luggage racks, genuine only 50,000 miles, in our usual exceptionally high condition.

£24,500 plus VAT

DOBSONS Northwich

Phone (0606) 42778

(20119/MB)

M-2-M

TALBOT 1000 – 12 seat minibus, diesel	£10,000
TALBOT 310 – 14 seat luxury minicoach, diesel	£15,000
FORD TRANSIT 160 – 16 seat minibus, diesel	£15,000
LEYLAND DAF 400 SERIES – 16 seat luxury minicoach, diesel	£16,500
MERCEDES BENZ 410D – 16 forward facing seats, luxury	£21,000
MERCEDES BENZ 609D – 18 seat, plus courier, luxury	£24,500
MERCEDES BENZ 609D – 26 seat, luxury midicoach, diesel	£26,000
MERCEDES BENZ 609D – 24 seat, plus courier, large boot	£27,400

ALL PRICES INCLUDE C.I.F. & 12 MONTHS ROAD TAX FINANCE ARRANGED

Tel: 061-494 6117

(20501/MB)

1989 MERCEDES 408D EUROPA LUX-URY 15 seater, radio & PA system, tested until September 1991 but will retest, 21,500 miles, immaculate, £15,400 + VAT. Tel. (0423) 360 222/3. Fax No. (0423) 360 683. (20127/MB)

1990 (F REG) FORD TRANSIT PSV Deansgate conversion, 2.5 diesel, 12 months t&t, 15 seater. £9,995 + VAT. First to see will buy. Tel. 0977 674452. (20526/MB)

1989 MAZDA E2000, 13 seater, PSV, tested until April 1992, forward facing cloth seats, exterior white, very good condition. £4,995 + VAT. Tel. 0305 421106. (20456/MB)

UNCLASSIFIED

P REG Plaxton AEC 760 Elite, 53(s), MoT 26.11.91.
P REG Plaxton AEC 760 Supreme, 53(s), MoT 19.11.91.
R REG Plaxton Ford Supreme 45(s), MoT 31.1.92.
T REG Plaxton Ford Supreme, 45(s), MoT 25.1.92.
T REG Duple Bedford, 29(s), MoT applied for.
All in daily use
 Sensible Offers Please
Tel. 0527 545385
 (20490/UN)

UNCLASSIFIED

1985 DAF PLAXTON 3500, 51 recliners, toilet, TV, video. £45,000 + VAT

1982 DAF PLAXTON SUPREME, 48 recliners, toilet. £25,000 + VAT

CHOICE OF LEOPARDS.

Plaxton/Duple, 50 seats from 78-80 from £8,000 + VAT.

Suitable for 1 man operation with many new parts.

All vehicles taxed and tested, part exchange welcome.

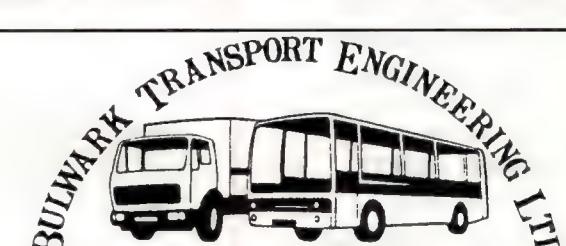
MILLIGANS COACHES (W/Scotland)

0290 50365

(20479/UN)

DAF MB230, 1984, 50 seats, Caetano Algarve body, MoT, drinks machine, fridge, toilet, video, MoT February 1992, very tidy coach. £39,750 + VAT.
MAN SR280, 1980, 53 seats, reliable workhorse but short MoT. £14,000 + VAT. 53 SEAT 11 MTR BEDFORD taken in part exchange against either above. Tel. 0643 821883. (20525/UN)

UNCLASSIFIED



1986 SHERPA MINIBUS, 16 seats, full MoT, 6 months tax, excellent condition **SOLD**
 1979 LEYLAND NATIONAL, 10 metre, full MoT, completely refurbished high back moquette seats, all in white livery, excellent condition £7,500 ono
 1978 LEYLAND LEOPARD Dominant I, 55 seats, reconditioned engine, speed limiter, semi-auto, taxed, tested £8,000 ono
 1973 LEYLAND NATIONAL, 11 metre, Class V, MoT, taxed, good condition £4,000 ono

ALL VEHICLES SUBJECT TO VAT

For further information and to view, contact Christopher Gwynne

(0291) 622326 or (0860) 213771

(20321/UN)

VANGUARD
BUS AND COACH SALES

1985 Duple Caribbean II, Leyland Tiger 245, 50 reclining seats + courier, vgc, MoT Feb 1992 £29,500
 1984 Duple Laser Tiger 245, 50 reclining seats, MoT '92 £24,000
 1984 Duple Caribbean, Leyland Tiger 245, 46 recliners, good condition, MoT Jan '92 £24,500
 1983 Bedford CF petrol, 12 seater, MoT October £1,150
 1983 Paramount 3200 Tiger 245, 53, express, vgc, repainted white £27,500
 1982 Bedford YNT, 53 seats, MoT June '92, good condition £12,500
 1981 Plaxton Volvo B58, 12 metre, 53 E-type seats, vgc, new MoT, panelled and painted £18,500
 1981 Goldliner B10M Volvo, 46 recliners with toilet, repainted, very nice condition, long MoT £24,000
 1977 Leopard Plaxton Supreme, S/A, power door, MoT May '92, very tidy £3,900
 1976 Leopard Plaxton Supreme, S/A, power door, MoT May '92, good condition £3,500
 1976 Plaxton Bedford YMT, MoT expired, would re-test easily, good condition £2,250
 P/X considered, finance available at very competitive rates, existing HP settled (subject to status). Short and long term hiring available.

***** (19894/UN)

Contact: STEVE COOK on (COVENTRY) 0203 490669
 Fax 0203 643355 Mobile 0831 155071

1985 DUPLE 425 CUMMINS.

55 recliners, toilet, hot water machine, driver's bunk, Telma, double glazed, radio/PA, cont door, wired TV & video, test till May '92. £38,000
 P/X considered on 30-35 seater

1980 DUPLE DOMINANT II YMT, 53 seater, power door, test till April '92 £6,750

1974 DAIMLER D.M.S. 79 seater, Tacho fitted, test till April '92 £2,500

Tel. Lodge Coaches,
 Essex on 0245 31262
 (20477/UN)

1980 LEYLAND LEOPARD

Private Plate, s/limiter fitted, Webasto, 46 r/seats, MoT April '92 £10,000 + VAT ono

FORD R1114 T Reg**PLAXTON Mk IV**

53 seats, good condition, MoT April '92 £3,850 + VAT ono

Would p/x for Ford T152
 35 seater + cash diff.

Ford R1114 PLAXTON**R Reg**

53 seater, tidy coach, MoT September '91 £1,500 + VAT ono

TEL. 0203 403907
 (20453/UN)

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
 1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, long test.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
 2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats, newly painted in white.
 1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. £6,750.
 1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 new retrimmed seats. Repainted.
 3 X 1986 MCW METROLINERS. Executive spec, Cummins L10 engines and servery (single deck coaches). £30,000. Long tests.
 2 X 1985 MCW METROLINERS. Cummins L10 engine with toilet, single deck coaches. Long tests.
 1984 MCW METROLINER. Cummins L10 engine, 51 reclining seats, single deck coach. Long test.
 1984 MCW HIGHLINER, ~~SOLD~~ ins L10 engine, 69 reclining seats, test December '84.
 1984 ROYAL TIGER DOYEN, long test, very good condition, semi-auto.

COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.
 BRISTOL AVW engine and box.
 1965 ROUTEMASTER, 64 seats.
 1963 ROUTEMASTER, 64 seats. Test expired.
 RT and ROUTEMASTER spares.

TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.

Any vehicle purchased can be painted in the colour of your choice.

We are now offering full maintenance facilities including rolling road, MoT preparation work and tests. Monthly inspections, PSVs or commercials plus coach and commercial recovery nationwide. Call now for lowest rates.

WANTED

Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

BREAKING

Large selection spares including: Bristol VRT, Bristol RE, Volvo Ailsas, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass. Leyland National engines, gearboxes and rear axles now available.

TELEPHONE 0226 752086

Evenings 0977 642443 (Chris),

0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500

Wombwell Diesels Company Ltd, Station Villa, Park Hill Road, Wombwell, Nr Barnsley

(13734/UN)

0733 898111**CLASSIFIED
MARKETPLACE****0733 898111****UNCLASSIFIED****BLYTHSWOOD
MOTORS LTD**

1175 ARGYLE STREET, GLASGOW

All Mercedes 2 years warranty
or 200,000 kilometres

NEW MERCEDES 709D, coach built, 29 + 10 Dip Tac standees, power service door, stock.

NEW MERCEDES 814D turbo, 33 c seats, armrests, boot, full spec, power door, stock.

NEW MERCEDES 811D, Coach Built 33 service, wide ent, p/door, 12 standees, 3 weeks.

NEW MERCEDES 609D, power door, 24 c seats, or 26 man door, stock.

NEW IVECO COACHBUILT, 49-10 service bus, 25 + 5 standees, wide passage and entrance, easy clean interior, coach seats, stock.

NEW TALBOT TRI AXLE, 22 + 7 standees, PSV, power door, service, moquette seats. Dip tac, stock.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, stock.

NEW MERCEDES 709, manual, 29 + 10 standees, stock.

NEW MERCEDES 609, 26 seats, large boot, stock.

NEW MERCEDES 609, 24 c seats, p/door, stock.

NEW TRANSIT 20, power door, power steering, air suspension, + 4 standees, Turbo, 4 weeks.

NEW TRANSIT 16, Hi-roof, diesel, coach seats Stock.

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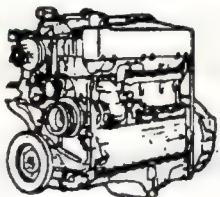
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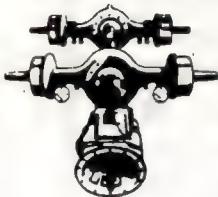
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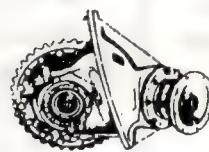
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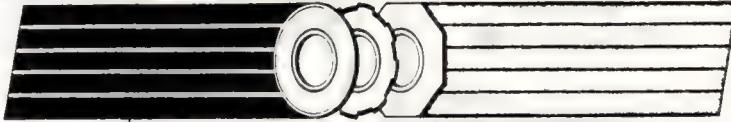
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COACH INSURANCE

Wrightsue Insurance Services

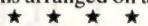
We have over 20 years' experience of arranging insurance packages for coach operators



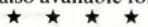
Cover arranged for single vehicles and fleet operators



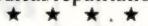
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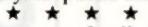
Exclusive facilities also available for Loss of Use cover



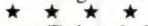
Drivers' medical/reparation expenses



Employers'/public liability



Legal expenses including recovery of policy excess, loss of use claims, motoring prosecution defence, drivers' hours, construction and use regulations



Passenger/Drivers' effects

**INSTALLMENT FACILITIES AVAILABLE**

Please contact:

THE WRIGHTSUE INSURANCE GROUP

Northern Office

27 Booker Avenue, Liverpool L18 4QY
Tel: 051-724 2266. Fax: 051-724 6427

Southern Office

62 Maidstone Road, Grays, Essex RM17 6NF
Tel: 0375 378371. Fax: 0375 390087



(18445)

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Operations include local services, schools and private hire.

6 Coaches & 5 D/Deckers

Prime Town Centre Depot with garage, ample parking, offices and manager's residence.

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Price and Further Details on application

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20256/BFS

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An ideal opportunity to acquire a well established profitable business with a 15 vehicle fleet and an excellent reputation for providing a quality service. Ideally situated to serve the local community, operations include local services, school and factory contracts and private hire.

Premises available for rent if required. Facilities include garage, modern 4 vehicle workshop and large parking area.

Genuine enquiries only. Please apply in writing for further details to:

COACHMART BOX NO. 20303
Wentworth House, Wentworth Street,
Peterborough PE1 1DS

(20303/BFS)

TENDERS

**NORFOLK COUNTY COUNCIL -
HIGHWAYS DEPARTMENT**

The results of tenders for local bus services throughout Norfolk, advertised in the first half of 1991 will be available for inspection at County Libraries, Norfolk Bus Information Centre, Guildhall Hill, Norwich, and County Hall, Martineau Lane, Norwich during normal office hours throughout the month of August, 1991.

J Ramsden, C Eng, MICE
County Surveyor

(20466/TE)

BUSINESS FOR SALE

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COACH BUSINESS**

located in South-East Sutherland.

Tremendous scope for expansion. Established business connections, existing contracts.

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Solicitors, Dornoch.

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★ FIVE GOOD CONTRACTS ★

★ PRIVATE HIRE ★

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(20467/BFS)

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Coachmart Classified

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(20180/BFS)

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(DIRECTORS WISH TO RETIRE)

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WATFORD BUS 0923 774429

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Evenings 2000-2200 hrs

(20142/BFS)

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 1990 G SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1990 G MB230LT, VAN HOOL ALIZEE SH, 53R + TOILET
 1990 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F MB230LT, PLAXTON 3500, 53R
 1989 F MB230LB, PLAXTON 3500, 51R + TOILET
 1989 F MB230LB, PLAXTON 3500, 53R
 1988 E MB230LT, PLAXTON 3500, 53R + TOILET
 1988 E SB3000DKV, VAN HOOL ALIZEE SH, 49R + TOILET
 1988 E SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1988 E SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1988 E SB2305DHS, DUPLE 340SL, 57R
 1988 E SB2305DHTD, DUPLE 320SL, 57R
 1988 E MB230LB, VAN HOOL ALIZEE SH, 53R + TOILET
 1988 E MB230LB, VAN HOOL ALIZEE H, 51R + TOILET
 1988 E MB230LT, PLAXTON 3500, 53R + TOILET
 1988 E MB230LB, PLAXTON 3500, 53R
 1988 F MB230LB, PLAXTON 3500, 51R + TOILET
 1987 E MB230DKFL, PLAXTON 3500, 55R
 1987 D MB230DKFL, VAN HOOL ALIZEE H, 55R
 1987 D SB2305DHTD, PLAXTON 3200, 57
 1987 D MB230DKFL, VAN HOOL ALIZEE H, 51R + TOILET

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0274 681144

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 1985 B DAF SB2300DHS, PLAXTON 3200, 53R
 1985 B DAF SB2300DHS, PLAXTON 3200, 55 SEATS
 1986 D SB2305DHTD, PLAX 3200 LOW DRIVER, 55R
 1986 C MB230DKV, DUPLE 340 SLX, 52R + TOILET
 1986 C MB200DKFL, PLAXTON 3500, 51R + TOILET
 1983 PP MB200DKFL, JONCKHEERE P50, 49R + TOILET
 1983 A MB200DKL, MOSELEY ALPHA, 43R
 1989 F VOLVO B10M, JONCKHEERE DEAUVILLE, 49R + TOILET + AIR COND
 1987 D VOLVO B10M, PLAXTON 3500, 51R + TOILET
 1985 B FORD PLAXTON 3200, 35
 1985 B BEDFORD YMP, PLAXTON 3200, 35
 1985 C BEDFORD YNV, PLAXTON 3200, 53
 1980 V BEDFORD PJK, PLAXTON SUPREME, 29
 1978 T BEDFORD YMT, PLAXTON EXPRESS, 53 SEATS
 1984 A LEYLAND TIGER 245, LAG GALAXY, 49R + TOILET
 1978 S LEYLAND LEOPARD, DUPLE DOMINANT II, 53
 1985 C BOVA FUTURA, 49R + TOILET + AIR COND
 1985 B FORD PLAXTON 3200, 35 SEATS

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 (Close to M6 motorway)

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After Hours

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(0270) 875774 (G. COLCLOUGH)

(0270) 877277 (R. ASH)

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John Johnson (Director of Johnson Coaches)

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